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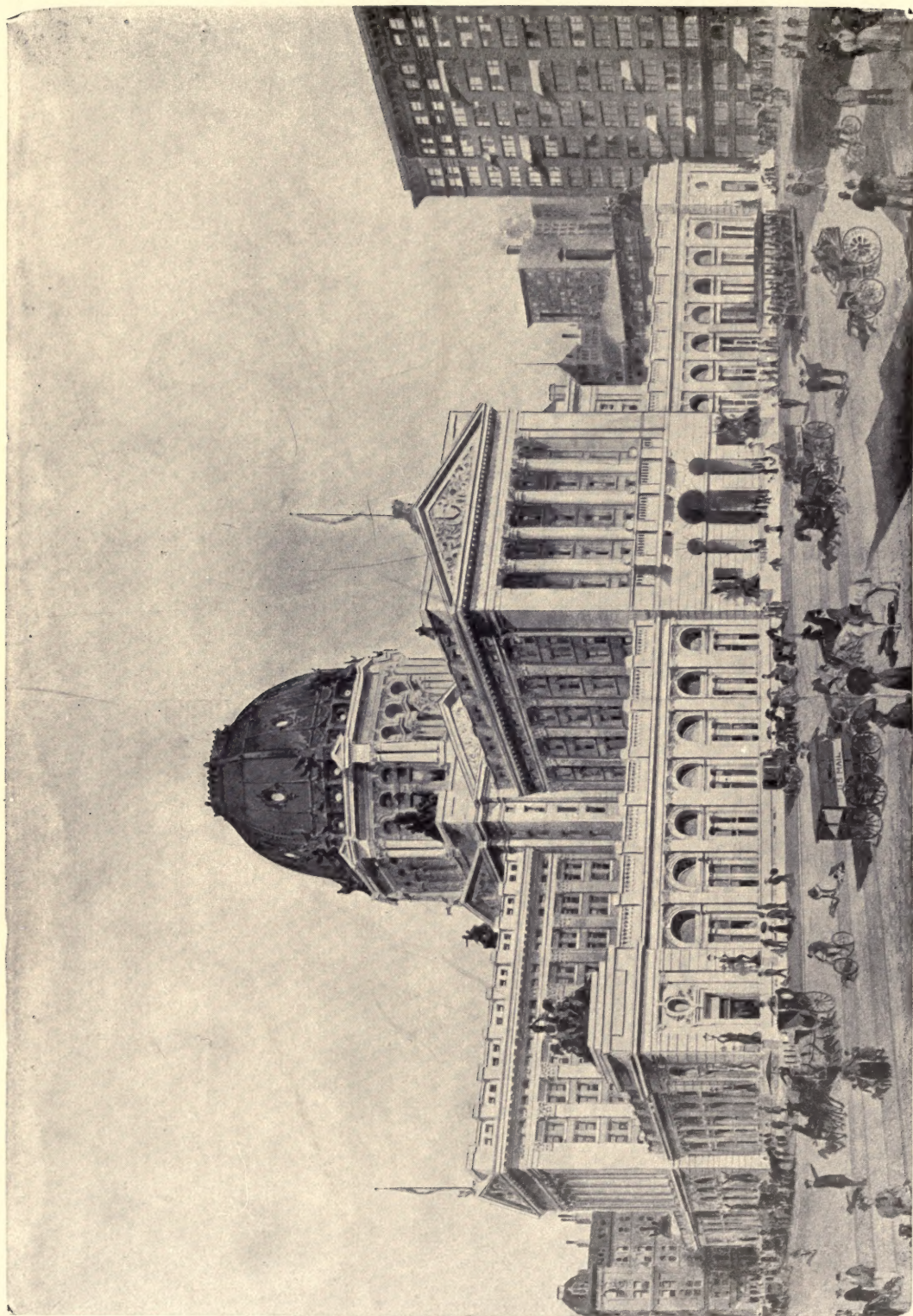
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UNITED STATES GOVERNMENT BUILDING.—CHICAGO POSTOFFICE.

HISTORICAL
ENCYCLOPEDIA
OF
ILLINOIS

EDITED BY

NEWTON BATEMAN, LL.D.

PAUL SELBY, A.M.



COOK COUNTY EDITION

VOLUME II.

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Historical Encyclopedia of Illinois.

STATE BANK OF ILLINOIS. The first legislation, having for its object the establishment of a bank within the territory which now constitutes the State of Illinois, was the passage, by the Territorial Legislature of 1816, of an act incorporating the "Bank of Illinois at Shawneetown, with branches at Edwardsville and Kaskaskia." In the Second General Assembly of the State (1820) an act was passed, over the Governor's veto and in defiance of the adverse judgment of the Council of Revision, establishing a State Bank at Vandalia with branches at Shawneetown, Edwardsville, and Brownsville in Jackson County. This was, in effect, a rechartering of the banks at Shawneetown and Edwardsville. So far as the former is concerned, it seems to have been well managed; but the official conduct of the officers of the latter, on the basis of charges made by Governor Edwards in 1826, was made the subject of a legislative investigation, which (although it resulted in nothing) seems to have had some basis of fact, in view of the losses finally sustained in winding up its affairs—that of the General Government amounting to \$54,000. Grave charges were made in this connection against men who were then, or afterwards became, prominent in State affairs, including one Justice of the Supreme Court and one (still later) a United States Senator. The experiment was disastrous, as, ten years later (1831), it was found necessary for the State to incur a debt of \$100,000 to redeem the outstanding circulation. Influenced, however, by the popular demand for an increase in the "circulating medium," the State continued its experiment of becoming a stockholder in banks managed by its citizens, and accordingly we find it, in 1835, legislating in the same direction for the establishing of a central "Bank of Illinois" at Springfield, with branches at other points as might be required, not to exceed six in number. One of these branches was established at Vandalia and another at Chicago,

furnishing the first banking institution of the latter city. Two years later, when the State was entering upon its scheme of internal improvement, laws were enacted increasing the capital stock of these banks to \$4,000,000 in the aggregate. Following the example of similar institutions elsewhere, they suspended specie payments a few months later, but were protected by "stay laws" and other devices until 1842, when, the internal improvement scheme having been finally abandoned, they fell in general collapse. The State ceased to be a stockholder in 1843, and the banks were put in course of liquidation, though it required several years, to complete the work.

STATE CAPITALS. The first State capital of Illinois was Kaskaskia, where the first Territorial Legislature convened, Nov. 25, 1812. At that time there were but five counties in the State—St. Clair and Randolph being the most important, and Kaskaskia being the county-seat of the latter. Illinois was admitted into the Union as a State in 1818, and the first Constitution provided that the seat of government should remain at Kaskaskia until removed by legislative enactment. That instrument, however, made it obligatory upon the Legislature, at its first session, to petition Congress for a grant of not more than four sections of land, on which should be erected a town, which should remain the seat of government for twenty years. The petition was duly presented and granted; and, in accordance with the power granted by the Constitution, a Board of five Commissioners selected the site of the present city of Vandalia, then a point in the wilderness, twenty miles north of any settlement. But so great was the faith of speculators in the future of the proposed city, that town lots were soon selling at \$100 to \$780 each. The Commissioners, in obedience to law, erected a plain two-story frame building—scarcely more than a commodious shanty—to which the State offices were removed in December, 1820. This building

was burned, Dec. 9, 1823, and a brick structure erected in its place. Later, when the question of a second removal of the capital began to be agitated, the citizens of Vandalia assumed the risk of erecting a new, brick State House, costing \$16,000. Of this amount \$6,000 was reimbursed by the Governor from the contingent fund, and the balance (\$10,000) was appropriated in 1837, when the seat of government was removed to Springfield, by vote of the Tenth General Assembly on the fourth ballot. The other places receiving the principal vote at the time of the removal to Springfield, were Jacksonville, Vandalia, Peoria, Alton and Illiopolis—Springfield receiving the largest vote at each ballot. The law removing the capital appropriated \$50,000 from the State Treasury, provided that a like amount should be raised by private subscription and guaranteed by bond, and that at least two acres of land should be donated as a site. Two State Houses have been erected at Springfield, the first cost of the present one (including furnishing) having been a little in excess of \$4,000,000. Abraham Lincoln, who was a member of the Legislature from Sangamon County at the time, was an influential factor in securing the removal of the capital to Springfield.

STATE DEBT. The State debt, which proved so formidable a burden upon the State of Illinois for a generation, and, for a part of that period, seriously checked its prosperity, was the direct outgrowth of the internal improvement scheme entered upon in 1837. (See *Internal Improvement Policy*.) At the time this enterprise was undertaken the aggregate debt of the State was less than \$400,000—accumulated within the preceding six years. Two years later (1838) it had increased to over \$6,500,000, while the total valuation of real and personal property, for the purposes of taxation, was less than \$60,000,000, and the aggregate receipts of the State treasury, for the same year, amounted to less than \$150,000. At the same time, the disbursements, for the support of the State Government alone, had grown to more than twice the receipts. This disparity continued until the declining credit of the State forced upon the managers of public affairs an involuntary economy, when the means could no longer be secured for more lavish expenditures. The first bonds issued at the inception of the internal improvement scheme sold at a premium of 5 per cent, but rapidly declined until they were hawked in the markets of New York and London at a discount, in some cases falling into the hands of brokers who failed before completing their con-

tracts, thus causing a direct loss to the State. If the internal improvement scheme was ill-advised, the time chosen to carry it into effect was most unfortunate, as it came simultaneously with the panic of 1837, rendering the disaster all the more complete. Of the various works undertaken by the State, only the Illinois & Michigan Canal brought a return, all the others resulting in more or less complete loss. The internal improvement scheme was abandoned in 1839-40, but not until State bonds exceeding \$13,000,000 had been issued. For two years longer the State struggled with its embarrassments, increased by the failure of the State Bank in February, 1842, and, by that of the Bank of Illinois at Shawneetown, a few months later, with the proceeds of more than two and a half millions of the State's bonds in their possession. Thus left without credit, or means even of paying the accruing interest, there were those who regarded the State as hopelessly bankrupt, and advocated repudiation as the only means of escape. Better counsels prevailed, however; the Constitution of 1848 put the State on a basis of strict economy in the matter of salaries and general expenditures, with restrictions upon the Legislature in reference to incurring indebtedness, while the beneficent "two-mill tax" gave assurance to its creditors that its debts would be paid. While the growth of the State, in wealth and population, had previously been checked by the fear of excessive taxation, it now entered upon a new career of prosperity, in spite of its burdens—its increase in population, between 1850 and 1860, amounting to over 100 per cent. The movement of the State debt after 1840—when the internal improvement scheme was abandoned—chiefly by accretions of unpaid interest, has been estimated as follows: 1842, \$15,637,950; 1844, \$14,633,969; 1846, \$16,389,817; 1848, \$16,661,795. It reached its maximum in 1853—the first year of Governor Matteson's administration—when it was officially reported at \$16,724,177. At this time the work of extinguishment began, and was prosecuted under successive administrations, except during the war, when the vast expense incurred in sending troops to the field caused an increase. During Governor Bissell's administration, the reduction amounted to over \$3,000,000; during Oglesby's, to over five and a quarter million, besides two and a quarter million paid on interest. In 1880 the debt had been reduced to \$281,059.11, and, before the close of 1882, it had been entirely extinguished, except a balance of \$18,500 in bonds, which, having been called in years previously and never presented for



The Practice School.



Main Building.

ILLINOIS STATE NORMAL UNIVERSITY, NORMAL.



Gymnasium and Library Building.



Library and Gynnasium Building.

Main Building.

SOUTHERN ILLINOIS NORMAL, CARBONDALE.

payment, are supposed to have been lost. (See *Macalister and Stebbins Bonds*.)

STATE GUARDIANS FOR GIRLS, a bureau organized for the care of female juvenile delinquents, by act of June 2, 1893. The Board consists of seven members, nominated by the Executive and confirmed by the Senate, and who constitute a body politic and corporate. Not more than two of the members may reside in the same Congressional District and, of the seven members, four must be women. (See also *Home for Female Juvenile Offenders*.) The term of office is six years.

STATE HOUSE, located at Springfield. Its construction was begun under an act passed by the Legislature in February, 1867, and completed in 1887. It stands in a park of about eight acres, donated to the State by the citizens of Springfield. A provision of the State Constitution of 1870 prohibited the expenditure of any sum in excess of \$3,500,000 in the erection and furnishing of the building, without previous approval of such additional expenditure by the people. This amount proving insufficient, the Legislature, at its session of 1885, passed an act making an additional appropriation of \$531,712, which having been approved by popular vote at the general election of 1886, the expenditure was made and the capitol completed during the following year, thus raising the total cost of construction and furnishing to a little in excess of \$4,000,000. The building is cruciform as to its ground plan, and classic in its style of architecture; its extreme dimensions (including porticoes), from north to south, being 379 feet, and, from east to west, 286 feet. The walls are of dressed Joliet limestone, while the porticoes, which are spacious and lofty, are of sandstone, supported by polished columns of gray granite. The three stories of the building are surmounted by a Mansard roof, with two turrets and a central dome of stately dimensions. Its extreme height, to the top of the iron flag-staff, which rises from a lantern springing from the dome, is 364 feet.

STATE NORMAL UNIVERSITY, an institution for the education of teachers, organized under an act of the General Assembly, passed Feb. 18, 1857. This act placed the work of organization in the hands of a board of fifteen persons, which was styled "The Board of Education of the State of Illinois," and was constituted as follows: C. B. Denio of Jo Daviess County; Simeon Wright of Lee; Daniel Wilkins of McLean; Charles E. Hovey of Peoria; George P. Rex of Pike; Samuel W. Moulton of Shelby; John

Gillespie of Jasper; George Bunsen of St. Clair; Wesley Sloan of Pope; Ninian W. Edwards of Sangamon; John R. Eden of Moultrie; Flavel Moseley and William Wells of Cook; Albert R. Shannon of White; and the Superintendent of Public Instruction, ex-officio. The object of the University, as defined in the organizing law, is to qualify teachers for the public schools of the State, and the course of instruction to be given embraces "the art of teaching, and all branches which pertain to a common-school education; in the elements of the natural sciences, including agricultural chemistry, animal and vegetable physiology; in the fundamental laws of the United States and of the State of Illinois in regard to the rights and duties of citizens, and such other studies as the Board of Education may, from time to time, prescribe." Various cities competed for the location of the institution, Bloomington being finally selected, its bid, including 160 acres of land, being estimated as equivalent to \$141,725. The corner-stone was laid on September 29, 1857, and the first building was ready for permanent occupancy in September, 1860. Previously, however, it had been sufficiently advanced to permit of its being used, and the first commencement exercises were held on June 29 of the latter year. Three years earlier, the academic department had been organized under the charge of Charles E. Hovey. The first cost, including furniture, etc., was not far from \$200,000. Gratuitous instruction is given to two pupils from each county, and to three from each Senatorial District. The departments are: Grammar school, high school, normal department and model school, all of which are overcrowded. The whole number of students in attendance on the institution during the school year, 1897-98, was 1,197, of whom 891 were in the normal department and 306 in the practice school department, including representatives from 86 counties of the State, with a few pupils from other States on the payment of tuition. The teaching faculty (including the President and Librarian) for the same year, was made up of twenty-six members—twelve ladies and fourteen gentlemen. The expenditures for the year 1897-98 aggregated \$47,626.92, against \$66,528.69 for 1896-97. Nearly \$22,000 of the amount expended during the latter year was on account of the construction of a gymnasium building.

STATE PROPERTY. The United States Census of 1890 gave the value of real and personal property belonging to the State as follows: Public lands, \$328,000; buildings, \$22,164,000; mis-

cellaneous property, \$2,650,000—total, \$25,142,000. The land may be subdivided thus: Camp-grounds of the Illinois National Guard near Springfield (donated), \$40,000; Illinois and Michigan Canal, \$168,000; Illinois University lands, in Illinois (donated by the General Government), \$41,000, in Minnesota (similarly donated), \$79,000. The buildings comprise those connected with the charitable, penal and educational institutions of the State, besides the State Arsenal, two buildings for the use of the Appellate Courts (at Ottawa and Mount Vernon), the State House, the Executive Mansion, and locks and dams erected at Henry and Copperas Creek. Of the miscellaneous property, \$120,000 represents the equipment of the Illinois National Guard; \$1,959,000 the value of the movable property of public buildings; \$550,000 the endowment fund of the University of Illinois; and \$21,000 the movable property of the Illinois & Michigan Canal. The figures given relative to the value of the public buildings include only the first appropriations for their erection. Considerable sums have since been expended upon some of them in repairs, enlargements and improvements.

STATE TREASURERS. The only Treasurer of Illinois during the Territorial period was John Thomas, who served from 1812 to 1818, and became the first incumbent under the State Government. Under the Constitution of 1818 the Treasurer was elected, biennially, by joint vote of the two Houses of the General Assembly; by the Constitution of 1848, this officer was made elective by the people for the same period, without limitations as to number of terms; under the Constitution of 1870, the manner of election and duration of term are unchanged, but the incumbent is ineligible to re-election, for two years from expiration of the term for which he may have been chosen. The following is a list of the State Treasurers, from the date of the admission of the State into the Union down to the present time (1899), with the date and duration of the term of each: John Thomas, 1818-19; Robert K. McLaughlin, 1819-23; Abner Field, 1823-27; James Hall, 1827-31; John Dement, 1831-36; Charles Gregory, 1836-37; John D. Whiteside, 1837-41; Milton Carpenter, 1841-48; John Moore, 1848-57; James Miller, 1857-59; William Butler, 1859-63; Alexander Starne, 1863-65; James H. Beveridge, 1865-67; George W. Smith, 1867-69; Erastus N. Bates, 1869-73; Edward Rutz, 1873-75; Thomas S. Ridgway, 1875-77; Edward Rutz, 1877-79; John C. Smith, 1879-81; Edward Rutz, 1881-83; John C. Smith, 1883-85; Jacob Gross,

1885-87; John R. Tanner, 1887-89; Charles Becker, 1889-91; Edward S. Wilson, 1891-93; Rufus N. Ramsay, 1893-95; Henry Wulff, 1895-97; Henry L. Hertz, 1897-99; Floyd K. Whittemore, 1899—.

STAUNTON, a village in the southeast corner of Macoupin County, on the Chicago, Peoria & St. Louis and the Wabash Railways; is 36 miles northeast of St. Louis, and 14 miles southwest of Litchfield. Agriculture and coal-mining are the industries of the surrounding region. Staunton has two banks, eight churches and a weekly newspaper. Population (1880), 1,358; (1890), 2,209; (1900), 2,786.

STEEL PRODUCTION. In the manufacture of steel, Illinois has long ranked as the second State in the Union in the amount of its output, and, during the period between 1880 and 1890, the increase in production was 241 per cent. In 1880 there were but six steel works in the State; in 1890 these had increased to fourteen; and the production of steel of all kinds (in tons of 2,000 pounds) had risen from 254,569 tons to 868,250. Of the 3,837,039 tons of Bessemer steel ingots, or direct castings, produced in the United States in 1890, 22 per cent were turned out in Illinois, nearly all the steel produced in the State being made by that process. From the tonnage of ingots, as given above, Illinois produced 622,260 pounds of steel rails,—more than 30 per cent of the aggregate for the entire country. This fact is noteworthy, inasmuch as the competition in the manufacture of Bessemer steel rails, since 1880, has been so great that many rail mills have converted their steel into forms other than rails, experience having proved their production to any considerable extent, during the past few years, unprofitable except in works favorably located for obtaining cheap raw material, or operated under the latest and most approved methods of manufacture. Open-hearth steel is no longer made in Illinois, but the manufacture of crucible steel is slightly increasing, the output in 1890 being 445 tons, as against 130 in 1880. For purposes requiring special grades of steel the product of the crucible process will be always in demand, but the high cost of manufacture prevents it, in a majority of instances, from successfully competing in price with the other processes mentioned.

STEPHENSON, Benjamin, pioneer and early politician, came to Illinois from Kentucky in 1809, and was appointed the first Sheriff of Randolph County by Governor Edwards under the Territorial Government; afterwards served

as a Colonel of Illinois militia during the War of 1812; represented Illinois Territory as Delegate in Congress, 1814-16, and, on his retirement from Congress, became Register of the Land Office at Edwardsville, finally dying at Edwardsville—**Col. James W. (Stephenson)**, a son of the preceding, was a soldier during the Black Hawk War, afterwards became a prominent politician in the northwestern part of the State, served as Register of the Land Office at Galena and, in 1838, received the Democratic nomination for Governor, but withdrew before the election.

STEPHENSON, (Dr.) Benjamin Franklin, physician and soldier, was born in Wayne County, Ill., Oct. 30, 1822, and accompanied his parents, in 1825, to Sangamon County, where the family settled. His early educational advantages were meager, and he did not study his profession (medicine) until after reaching his majority, graduating from Rush Medical College, Chicago, in 1850. He began practice at Petersburg, but, in April, 1862, was mustered into the volunteer army as Surgeon of the Fourteenth Illinois Infantry. After a little over two years service he was mustered out in June, 1864, when he took up his residence in Springfield, and, for a year, was engaged in the drug business there. In 1865 he resumed professional practice. He lacked tenacity of purpose, however, was indifferent to money, and always willing to give his own services and orders for medicine to the poor. Hence, his practice was not lucrative. He was one of the leaders in the organization of the Grand Army of the Republic (which see), in connection with which he is most widely known; but his services in its cause failed to receive, during his lifetime, the recognition which they deserved, nor did the organization promptly flourish, as he had hoped. He finally returned with his family to Petersburg. Died, at Rock Creek, Menard, County, Ill., August 30, 1871.

STEPHENSON COUNTY, a northwestern county, with an area of 560 square miles. The soil is rich, productive and well timbered. Fruit-culture and stock-raising are among the chief industries. Not until 1827 did the aborigines quit the locality, and the county was organized, ten years later, and named for Gen. Benjamin Stephenson. A man named Kirker, who had been in the employment of Colonel Gratiot as a lead-miner, near Galena, is said to have built the first cabin within the present limits of what was called Burr Oak Grove, and set himself up as an Indian-trader in 1826, but only remained a short time. He was followed, the next year, by Oliver

W. Kellogg, who took Kirker's place, built a more pretentious dwelling and became the first permanent settler. Later came William Waddams, the Montagues, Baker, Kilpatrick, Preston, the Goddards, and others whose names are linked with the county's early history. The first house in Freeport was built by William Baker. Organization was effected in 1837, the total poll being eighty-four votes. The earliest teacher was Nelson Martin, who is said to have taught a school of some twelve pupils, in a house which stood on the site of the present city of Freeport. Population (1880), 31,963; (1890), 31,338; (1900), 34,933.

STERLING, a flourishing city on the north bank of Rock River, in Whiteside County, 109 miles west of Chicago, 29 miles east of Clinton, Iowa, and 52 miles east-northeast of Rock Island. It has ample railway facilities, furnished by the Chicago, Burlington & Quincy, the Sterling & Peoria, and the Chicago & Northwestern Railroads. It contains fourteen churches, an opera house, high and grade schools, Carnegie library, Government postoffice building, three banks, electric street and interurban car lines, electric and gas lighting, water-works, paved streets and sidewalks, fire department and four newspaper offices, two issuing daily editions. It has fine water-power, and is an important manufacturing center, its works turning out agricultural implements, carriages, paper, barbed-wire, school furniture, burial caskets, pumps, sash, doors, etc. It also has the Sterling Iron Works, besides foundries and machine shops. The river here flows through charming scenery. Pop. (1890), 5,824; (1900), 6,309.

STEVENS, Bradford A., ex-Congressman, was born at Boscawen (afterwards Webster), N. H., Jan. 3, 1813. After attending schools in New Hampshire and at Montreal, he entered Dartmouth College, graduating therefrom in 1835. During the six years following, he devoted himself to teaching, at Hopkinsville, Ky., and New York City. In 1843 he removed to Bureau County, Ill., where he became a merchant and farmer. In 1868 he was chairman of the Board of Supervisors, and, in 1870, was elected to Congress, as an Independent Democrat, for the Fifth District.

STEVENSON, Adlai E., ex-Vice-President of the United States, was born in Christian County, Ky., Oct. 23, 1835. In 1852 he removed with his parents to Bloomington, McLean County, Ill., where the family settled; was educated at the Illinois Wesleyan University and at Centre College, Ky., was admitted to the bar in 1858 and began practice at Metamora, Woodford County,

where he was Master in Chancery, 1861-65, and State's Attorney, 1865-69. In 1864 he was candidate for Presidential Elector on the Democratic ticket. In 1869 he returned to Bloomington, where he has since resided. In 1874, and again in 1876, he was an unsuccessful candidate of his party for Congress, but was elected as a Greenback Democrat in 1878, though defeated in 1880 and 1882. In 1877 he was appointed by President Hayes a member of the Board of Visitors to West Point. During the first administration of President Cleveland (1885-89) he was First Assistant Postmaster General; was a member of the National Democratic Conventions of 1884 and 1892, being Chairman of the Illinois delegation the latter year. In 1892 he received his party's nomination for the Vice-Presidency, and was elected to that office, serving until 1897. Since retiring from office he has resumed his residence at Bloomington.

STEWART, Lewis, manufacturer and former Congressman, was born in Wayne County, Pa., Nov. 20, 1824, and received a common school education. At the age of 14 he accompanied his parents to Kendall County, Ill., where he afterwards resided, being engaged in farming and the manufacture of agricultural implements at Plano. He studied law but never practiced. In 1876 he was an unsuccessful candidate for Governor on the Democratic ticket, being defeated by Shelby M. Cullom. In 1890 the Democrats of the Eighth Illinois District elected him to Congress. In 1892 he was again a candidate, but was defeated by his Republican opponent, Robert A. Childs, by the narrow margin of 27 votes, and, in 1894, was again defeated, this time being pitted against Albert J. Hopkins. Mr. Stewart died at his home at Plano, August 26, 1896.

STEWARTSON, a town of Shelby County, at the intersection of the Toledo, St. Louis & Kansas City Railway with the Altamont branch of the Wabash, 12 miles southeast of Shelbyville; is in a grain and lumber region; has a bank and a weekly paper. Population, (1900), 677.

STICKNEY, William H., pioneer lawyer, was born in Baltimore, Md., Nov. 9, 1809, studied law and was admitted to the bar at Cincinnati in 1831, and, in Illinois in 1834, being at that time a resident of Shawneetown; was elected State's Attorney by the Legislature, in 1839, for the circuit embracing some fourteen counties in the southern and southeastern part of the State; for a time also, about 1835-36, officiated as editor of "The Gallatin Democrat," and "The Illinois Advertiser," published at Shawneetown. In 1846

Mr. Stickney was elected to the lower branch of the General Assembly from Gallatin County, and, twenty-eight years later—having come to Chicago in 1848—to the same body from Cook County, serving in the somewhat famous Twenty-ninth Assembly. He also held the office of Police Justice for some thirteen years, from 1860 onward. He lived to an advanced age, dying in Chicago, Feb. 14, 1898, being at the time the oldest surviving member of the Chicago bar.

STILES, Isaac Newton, lawyer and soldier, born at Suffield, Conn., July 16, 1833; was admitted to the bar at Lafayette, Ind., in 1855, became Prosecuting Attorney, a member of the Legislature and an effective speaker in the Fremont campaign of 1856; enlisted as a private soldier at the beginning of the war, went to the field as Adjutant, was captured at Malvern Hill, and, after six weeks' confinement in Libby prison, exchanged and returned to duty; was promoted Major, Lieutenant-Colonel and Colonel, and brevetted Brigadier-General for meritorious service. After the war he practiced his profession in Chicago, though almost totally blind. Died, Jan. 18, 1895.

STILLMAN, Stephen, first State Senator from Sangamon County, Ill., was a native of Massachusetts who came, with his widowed mother, to Sangamon County in 1820, and settled near Williamsville, where he became the first Postmaster in the first postoffice in the State north of the Sangamon River. In 1822, Mr. Stillman was elected as the first State Senator from Sangamon County, serving four years, and, at his first session, being one of the opponents of the pro-slavery Convention resolution. He died, in Peoria, somewhere between 1835 and 1840.

STILLMAN VALLEY, village in Ogle County, on Chicago Great Western and the Chicago, Milwaukee & St. Paul Railways; site of first battle Black Hawk War; has graded schools, four churches, a bank and a newspaper. Pop., 475.

STITES, Samuel, pioneer, was born near Mount Bethel, Somerset County, N. J., Oct. 31, 1776; died, August 16, 1839, on his farm, which subsequently became the site of the city of Trenton, in Clinton County, Ill. He was descended from John Stites, M.D., who was born in England in 1595, emigrated to America, and died at Hempstead, L. I., in 1717, at the age of 122 years. The family removed to New Jersey in the latter part of the seventeenth century. Samuel was a cousin of Benjamin Stites, the first white man to settle within the present limits of Cincinnati, and various members of the family were prominent in

the settlement of the upper Ohio Valley as early as 1788. Samuel Stites married, Sept. 14, 1794, Martha Martin, daughter of Ephraim Martin, and grand-daughter of Col. Ephraim Martin, both soldiers of the New Jersey line during the Revolutionary War—with the last named of whom he had (in connection with John Cleves Symmes) been intimately associated in the purchase and settlement of the Miami Valley. In 1800 he removed to Hamilton County, Ohio, in 1803 to Greene County, and, in 1818, in company with his son-in-law, Anthony Wayne Casad, to St. Clair County, Ill., settling near Union Grove. Later, he removed to O'Fallon, and, still later, to Clinton County. He left a large family, several members of which became prominent pioneers in the movements toward Minnesota and Kansas.

STOLBRAND, Carlos John Mueller, soldier, was born in Sweden, May 11, 1821; at the age of 18, enlisted in the Royal Artillery of his native land, serving through the campaign of Schleswig-Holstein (1848); came to the United States soon after, and, in 1861, enlisted in the first battalion of Illinois Light Artillery, finally becoming Chief of Artillery under Gen. John A. Logan. When the latter became commander of the Fifteenth Army Corps, Col. Stolbrand was placed at the head of the artillery brigade; in February, 1865, was made Brigadier-General, and mustered out in January, 1866. After the war he went South, and was Secretary of the South Carolina Constitutional Convention of 1868. The same year he was a delegate to the Republican National Convention at Chicago, and a Presidential Elector. He was an inventor and patented various improvements in steam engines and boilers; was also Superintendent of Public Buildings at Charleston, S. C., under President Harrison. Died, at Charleston, Feb. 3, 1894.

STONE, Daniel, early lawyer and legislator, was a native of Vermont and graduate of Middlebury College; became a member of the Springfield (Ill.) bar in 1833, and, in 1836, was elected to the General Assembly—being one of the celebrated "Long Nine" from Sangamon County, and joining Abraham Lincoln in his protest against a series of pro-slavery resolutions which had been adopted by the House. In 1837 he was a Circuit Court Judge and, being assigned to the north-western part of the State, removed to Galena, but was legislated out of office, when he left the State, dying a few years later, in Essex County, N. J.

STONE, Horatio O., pioneer, was born in Ontario (now Monroe) County, N. Y., Jan. 2,

1811; in boyhood learned the trade of shoemaker, and later acted as overseer of laborers on the Lackawanna Canal. In 1831, having located in Wayne County, Mich., he was drafted for the Black Hawk War, serving twenty-two days under Gen. Jacob Brown. In January, 1835, he came to Chicago and, having made a fortunate speculation in real estate in that early day, a few months later entered upon the grocery and provision trade, which he afterwards extended to grain; finally giving his chief attention to real estate, in which he was remarkably successful, leaving a large fortune at his death, which occurred in Chicago, June 20, 1877.

STONE, (Rev.) Luther, Baptist clergyman, was born in the town of Oxford, Worcester County, Mass., Sept. 26, 1815, and spent his boyhood on a farm. After acquiring a common school education, he prepared for college at Leicester Academy, and, in 1835, entered Brown University, graduating in the class of 1839. He then spent three years at the Theological Institute at Newton, Mass.; was ordained to the ministry at Oxford, in 1843, but, coming west the next year, entered upon evangelical work in Rock Island, Davenport, Burlington and neighboring towns. Later, he was pastor of the First Baptist Church at Rockford, Ill. In 1847 Mr. Stone came to Chicago and established "The Watchman of the Prairies," which survives today under the name of "The Standard," and has become the leading Baptist organ in the West. After six years of editorial work, he took up evangelistic work in Chicago, among the poor and criminal classes. During the Civil War he conducted religious services at Camp Douglas, Soldiers' Rest and the Marine Hospital. He was associated in the conduct and promotion of many educational and charitable institutions. He did much for the First Baptist Church of Chicago, and, during the latter years of his life, was attached to the Immanuel Baptist Church, which he labored to establish. Died, in July, 1890.

STONE, Melville E., journalist, banker, Manager of Associated Press, born at Hudson, Ill., August 18, 1848. Coming to Chicago in 1860, he graduated from the local high school in 1867, and, in 1870, acquired the sole proprietorship of a foundry and machine shop. Finding himself without resources after the great fire of 1871, he embarked in journalism, rising, through the successive grades of reporter, city editor, assistant editor and Washington correspondent, to the position of editor-in-chief of his own journal.

He was connected with various Chicago dailies between 1871 and 1875, and, on Christmas Day of the latter year, issued the first number of "The Chicago Daily News." He gradually disposed of his interest in this journal, entirely severing his connection therewith in 1888. Since that date he has been engaged in banking in the city of Chicago, and is also General Manager of the Associated Press.

STONE, Samuel, philanthropist, was born at Chesterfield, Mass., Dec. 6, 1798; left an orphan at seven years of age, after a short term in Leicester Academy, and several years in a wholesale store in Boston, at the age of 19 removed to Rochester, N. Y., to take charge of interests in the "Holland Purchase," belonging to his father's estate; in 1843-49, was a resident of Detroit and interested in some of the early railroad enterprises centering there, but the latter year removed to Milwaukee, being there associated with Ezra Cornell in telegraph construction. In 1859 he became a citizen of Chicago, where he was one of the founders of the Chicago Historical Society, and a liberal patron of many enterprises of a public and benevolent character. Died, May 4, 1876.

STONE FORT, a village in the counties of Saline and Williamson. It is situated on the Cairo Division of the Cleveland, Cincinnati, Chicago & St. Louis Railway, 57 miles northeast of Cairo. Population (1900), 479.

STOREY, Wilbur F., journalist and newspaper publisher, was born at Salisbury, Vt., Dec. 19, 1819. He began to learn the printer's trade at 12, and, before he was 19, was part owner of a Democratic paper called "The Herald," published at La Porte, Ind. Later, he either edited or controlled journals published at Mishawaka, Ind., and Jackson and Detroit, Mich. In January, 1861, he became the principal owner of "The Chicago Times," then the leading Democratic organ of Chicago. His paper soon came to be regarded as the organ of the anti-war party throughout the Northwest, and, in June, 1863, was suppressed by a military order issued by General Burnside, which was subsequently revoked by President Lincoln. The net result was an increase in "The Times'" notoriety and circulation. Other charges, of an equally grave nature, relating to its sources of income, its character as a family newspaper, etc., were repeatedly made, but to all these Mr. Storey turned a deaf ear. He lost heavily in the fire of 1871, but, in 1872, appeared as the editor of "The Times," then destitute of political ties. About 1876 his

health began to decline. Medical aid failed to afford relief, and, in August, 1884, he was adjudged to be of unsound mind, and his estate was placed in the hands of a conservator. On the 27th of the following October (1884), he died at his home in Chicago.

STORRS, Emery Alexander, lawyer, was born at Hinsdale, Cattaraugus County, N. Y., August 12, 1835; began the study of law with his father, later pursued a legal course at Buffalo, and, in 1853, was admitted to the bar; spent two years (1857-59) in New York City, the latter year removing to Chicago, where he attained great prominence as an advocate at the bar, as well as an orator on other occasions. Politically a Republican, he took an active part in Presidential campaigns, being a delegate-at-large from Illinois to the National Republican Conventions of 1868, '72, and '80, and serving as one of the Vice-Presidents in 1872. Erratic in habits and a master of epigram and repartee, many of his speeches are quoted with relish and appreciation by those who were his contemporaries at the Chicago bar. Died suddenly, while in attendance on the Supreme Court at Ottawa, Sept. 12, 1885.

STRAWN, Jacob, agriculturist and stock-dealer, born in Somerset County, Pa., May 30, 1800; removed to Licking County, Ohio, in 1817, and to Illinois, in 1831, settling four miles southwest of Jacksonville. He was one of the first to demonstrate the possibilities of Illinois as a live-stock state. Unpretentious and despising mere show, he illustrated the virtues of industry, frugality and honesty. At his death—which occurred August 23, 1865—he left an estate estimated in value at about \$1,000,000, acquired by industry and business enterprise. He was a zealous Unionist during the war, at one time contributing \$10,000 to the Christian Commission.

STREATOR, a city (laid out in 1868 and incorporated in 1882) in the southern part of La Salle County, 93 miles southwest of Chicago; situated on the Vermilion River and a central point for five railroads. It is surrounded by a rich agricultural country, and is underlaid by coal seams (two of which are worked) and by shale and various clay products of value, adapted to the manufacture of fire and building-brick, drain-pipe, etc. The city is thoroughly modern, having gas, electric lighting, street railways, water-works, a good fire-department, and a large, improved public park. Churches and schools are numerous, as are also fine public and private buildings. One of the chief industries is the manufacture of glass, including rolled-plate,

window-glass, flint and Bohemian ware and glass bottles. Other successful industries are foundries and machine shops, flour mills, and clay working establishments. There are several banks, and three daily and weekly papers are published here. The estimated property valuation, in 1884, was \$12,000,000. Streator boasts some handsome public buildings, especially the Government post-office and the Carnegie public library building, both of which have been erected within the past few years. Pop. (1890), 11,414; (1900), 14,079.

STREET, Joseph M., pioneer and early politician, settled at Shawneetown about 1812, coming from Kentucky, though believed to have been a native of Eastern Virginia. In 1827 he was a Brigadier-General of militia, and appears to have been prominent in the affairs of that section of the State. His correspondence with Governor Edwards, about this time, shows him to have been a man of far more than ordinary education, with a good opinion of his merits and capabilities. He was a most persistent applicant for office, making urgent appeals to Governor Edwards, Henry Clay and other politicians in Kentucky, Virginia and Washington, on the ground of his poverty and large family. In 1827 he received the offer of the clerkship of the new county of Peoria, but, on visiting that region, was disgusted with the prospect; returning to Shawneetown, bought a farm in Sangamon County, but, before the close of the year, was appointed Indian Agent at Prairie du Chien. This was during the difficulties with the Winnebago Indians, upon which he made voluminous reports to the Secretary of War. Mr. Street was a son-in-law of Gen. Thomas Posey, a Revolutionary soldier, who was prominent in the early history of Indiana and its last Territorial Governor. (See *Posey*, (*Gen.*) *Thomas*.)

STREETER, Alson J., farmer and politician, was born in Rensselaer County, N. Y., in 1823; at the age of two years accompanied his father to Illinois, the family settling at Dixon, Lee County. He attended Knox College for three years, and, in 1849, went to California, where he spent two years in gold mining. Returning to Illinois, he purchased a farm of 240 acres near New Windsor, Mercer County, to which he has since added several thousand acres. In 1872 he was elected to the lower house of the Twenty-eighth General Assembly as a Democrat, but, in 1873, allied himself with the Greenback party, whose candidate for Congress he was in 1878, and for Governor in 1880, when he received nearly 3,000 votes more than his party's Presidential nominee, in Illinois.

In 1884 he was elected State Senator by a coalition of Greenbackers and Democrats in the Twenty-fourth Senatorial District, but acted as an independent throughout his entire term.

STRONG, William Emerson, soldier, was born at Granville, N. Y., in 1840; from 13 years of age, spent his early life in Wisconsin, studied law and was admitted to the bar at Racine in 1861. The same year he enlisted under the first call for troops, took part, as Captain of a Wisconsin Company, in the first battle of Bull Run; was afterwards promoted and assigned to duty as Inspector-General in the West, participated in the Vicksburg and Atlanta campaigns, being finally advanced to the rank of Brigadier-General. After some fifteen months spent in the position of Inspector-General of the Freedmen's Bureau (1865-66), he located in Chicago, and became connected with several important business enterprises, besides assisting, as an officer on the staff of Governor Cullom, in the organization of the Illinois National Guard. He was elected on the first Board of Directors of the World's Columbian Exposition, and, while making a tour of Europe in the interest of that enterprise, died, at Florence, Italy, April 10, 1891.

STUART, John Todd, lawyer and Congressman, born near Lexington, Ky., Nov. 10, 1807—the son of Robert Stuart, a Presbyterian minister and Professor of Languages in Transylvania University, and related, on the maternal side, to the Todd family, of whom Mrs. Abraham Lincoln was a member. He graduated at Centre College, Danville, in 1826, and, after studying law, removed to Springfield, Ill., in 1828, and began practice. In 1832 he was elected Representative in the General Assembly, re-elected in 1834, and, in 1836, defeated, as the Whig candidate for Congress, by Wm. L. May, though elected, two years later, over Stephen A. Douglas, and again in 1840. In 1837, Abraham Lincoln, who had been studying law under Mr. Stuart's advice and instruction, became his partner, the relationship continuing until 1841. He served in the State Senate, 1849-53, was the Bell-Everett candidate for Governor in 1860, and was elected to Congress, as a Democrat, for a third time, in 1862, but, in 1864, was defeated by Shelby M. Cullom, his former pupil. During the latter years of his life, Mr. Stuart was head of the law firm of Stuart, Edwards & Brown. Died, at Springfield, Nov. 28, 1885.

STURGES, Solomon, merchant and banker, was born at Fairfield, Conn., April 21, 1796, early manifested a passion for the sea and, in 1810,

made a voyage, on a vessel of which his brother was captain, from New York to Georgetown, D. C., intending to continue it to Lisbon. At Georgetown he was induced to accept a position as clerk with a Mr. Williams, where he was associated with two other youths, as fellow-employés, who became eminent bankers and capitalists—W. W. Corcoran, afterwards the well-known banker of Washington, and George W. Peabody, who had a successful banking career in England, and won a name as one of the most liberal and public-spirited of philanthropists. During the War of 1812 young Sturges joined a volunteer infantry company, where he had, for comrades, George W. Peabody and Francis S. Key, the latter author of the popular national song, "The Star Spangled Banner." In 1814 Mr. Sturges accepted a clerkship in the store of his brother-in-law, Ebenezer Buckingham, at Putnam, Muskingum County, Ohio, two years later becoming a partner in the concern, where he developed that business capacity which laid the foundation for his future wealth. Before steamers navigated the waters of the Ohio and Mississippi Rivers, he piloted flat-boats, loaded with produce and merchandise, to New Orleans, returning overland. During one of his visits to that city, he witnessed the arrival of the "Washington," the first steamer to descend the Mississippi, as, in 1817, he saw the arrival of the "Walk-in-the-Water" at Detroit, the first steamer to arrive from Buffalo—the occasion of his visit to Detroit being to carry funds to General Cass to pay off the United States troops. About 1849 he was associated with the construction of the Wabash & Erie Canal, from the Ohio River to Terre Haute, Ind., advancing money for the prosecution of the work, for which was reimbursed by the State. In 1854 he came to Chicago, and, in partnership with his brothers-in-law, C. P. and Alvah Buckingham, erected the first large grain-elevator in that city, on land leased from the Illinois Central Railroad Company, following it, two years later, by another of equal capacity. For a time, substantially all the grain coming into Chicago, by railroad, passed into these elevators. In 1857 he established the private banking house of Solomon Sturges & Sons, which, shortly after his death, under the management of his son, George Sturges, became the Northwestern National Bank of Chicago. He was intensely patriotic and, on the breaking out of the War of the Rebellion, used of his means freely in support of the Government, equipping the Sturges Rifles, an independent company, at a cost of \$20,000. He was also a

subscriber to the first loan made by the Government, during this period, taking \$100,000 in Government bonds. While devoted to his business, he was a hater of shams and corruption, and contributed freely to Christian and benevolent enterprises. Died, at the home of a daughter, at Zanesville, Ohio, Oct. 14, 1864, leaving a large fortune acquired by legitimate trade.

STURTEVANT, Julian Munson, D.D., LL.D., clergyman and educator, was born at Warren, Litchfield County, Conn., July 26, 1805; spent his youth in Summit County, Ohio, meanwhile preparing for college; in 1822, entered Yale College as the classmate of the celebrated Elizur Wright, graduating in 1826. After two years as Principal of an academy at Canaan, Conn., he entered Yale Divinity School, graduating there in 1829; then came west, and, after spending a year in superintending the erection of buildings, in December, 1830, as sole tutor, began instruction to a class of nine pupils in what is now Illinois College, at Jacksonville. Having been joined, the following year, by Dr. Edward Beecher as President, Mr. Sturtevant assumed the chair of Mathematics, Natural Philosophy and Astronomy, which he retained until 1844, when, by the retirement of Dr. Beecher, he succeeded to the offices of President and Professor of Intellectual and Moral Philosophy. Here he labored, incessantly and unselfishly, as a teacher during term time, and, as financial agent during vacations, in the interest of the institution of which he had been one of the chief founders, serving until 1876, when he resigned the Presidency, giving his attention, for the next ten years, to the duties of Professor of Mental Science and Science of Government, which he had discharged from 1870. In 1886 he retired from the institution entirely, having given to its service fifty-six years of his life. In 1863, Dr. Sturtevant visited Europe in the interest of the Union cause, delivering effective addresses at a number of points in England. He was a frequent contributor to the weekly religious and periodical press, and was the author of "Economics, or the Science of Wealth" (1876)—a text-book on political economy, and "Keys of Sect, or the Church of the New Testament" (1879), besides frequently occupying the pulpits of local and distant churches—having been early ordained a Congregational minister. He received the degree of D.D. from the University of Missouri and that of LL.D. from Iowa University. Died, in Jacksonville, Feb. 11, 1886.—**Julian M. (Sturtevant), Jr.**, son of the preceding, was born at Jacksonville, Ill., Feb. 2, 1834; fitted for col-

lege in the preparatory department of Illinois College and graduated from the college (proper) in 1854. After leaving college he served as teacher in the Jacksonville public schools one year, then spent a year as tutor in Illinois College, when he began the study of theology at Andover Theological Seminary, graduating there in 1859, meanwhile having discharged the duties of Chaplain of the Connecticut State's prison in 1858. He was ordained a minister of the Congregational Church at Hannibal, Mo., in 1860, remaining as pastor in that city nine years. He has since been engaged in pastoral work in New York City (1869-70), Ottawa, Ill., (1870-73); Denver, Colo., (1873-77); Grinnell, Iowa, (1877-84); Cleveland, Ohio, (1884-90); Galesburg, Ill., (1890-93), and Aurora, (1893-97). Since leaving the Congregational church at Aurora, Dr. Sturtevant has been engaged in pastoral work in Chicago. He was also editor of "The Congregationalist" of Iowa (1881-84), and, at different periods, has served as Trustee of Colorado, Marietta and Knox Colleges; being still an honored member of the Knox College Board. He received the degree of D.D. from Illinois College, in 1879.

SUBLETTE, a station and village on the Illinois Central Railroad, in Lee County, 8 miles northwest of Mendota. Population, (1900), 306.

SUFFRAGE, in general, the right or privilege of voting. The qualifications of electors (or voters), in the choice of public officers in Illinois, are fixed by the State Constitution (Art. VII.), except as to school officers, which are prescribed by law. Under the State Constitution the exercise of the right to vote is limited to persons who were electors at the time of the adoption of the Constitution of 1848, or who are native or naturalized male citizens of the United States, of the age of 21 years or over, who have been residents of the State one year, of the county ninety days, and of the district (or precinct) in which they offer to vote, 30 days. Under an act passed in 1891, women, of 21 years of age and upwards, are entitled to vote for school officers, and are also eligible to such offices under the same conditions, as to age and residence, as male citizens. (See *Elections; Australian Ballot.*)

SULLIVAN, a city and county-seat of Moultrie County, 25 miles southeast of Decatur and 14 miles northwest of Mattoon; is on three lines of railway. It is in an agricultural and stock-raising region; contains two State banks and four weekly newspapers. Population (1880), 1,305; (1890), 1,468; (1900), 2,399; (1900, est.), 3,100.

SULLIVAN, William K., journalist, was born at Waterford, Ireland, Nov. 10, 1843; educated at the Waterford Model School and in Dublin; came to the United States in 1863, and, after teaching for a time in Kane County, in 1864 enlisted in the One Hundred and Forty-first Regiment Illinois Volunteers. Then, after a brief season spent in teaching and on a visit to his native land, he began work as a reporter on New York papers, later being employed on "The Chicago Tribune" and "The Evening Journal," on the latter, at different times, holding the position of city editor, managing editor and correspondent. He was also a Representative from Cook County in the Twenty-seventh General Assembly, for three years a member of the Chicago Board of Education, and appointed United States Consul to the Bermudas by President Harrison, resigning in 1892. Died, in Chicago, January 17, 1899.

SULLIVAN, Michael Lucas, agriculturist, was born at Franklinton (a suburb of Columbus, Ohio), August 6, 1807; was educated at Ohio University and Centre College, Ky., and—after being engaged in the improvement of an immense tract of land inherited from his father near his birth-place, devoting much attention, meanwhile, to the raising of improved stock—in 1854 sold his Ohio lands and bought 80,000 acres, chiefly in Champaign and Piatt Counties, Ill., where he began farming on a larger scale than before. The enterprise proved a financial failure, and he was finally compelled to sell a considerable portion of his estate in Champaign County, known as Broad Lands, to John T. Alexander (see *Alexander, John T.*), retiring to a farm of 40,000 acres at Burr Oaks, Ill. He died, at Henderson, Ky., Jan. 29, 1879.

SUMMERFIELD, a village of St. Clair County, on the Baltimore & Ohio Southwestern Railway, 27 miles east of St. Louis; was the home of Gen. Fred. Hecker. Population (1900), 360.

SUMNER, a city of Lawrence County, on the Baltimore & Ohio Southwestern Railroad, 19 miles west of Vincennes, Ind.; has a fine school house, four churches, two banks, two flour mills, telephones, and one weekly newspaper. Pop. (1890), 1,037; (1900), 1,268.

SUPERINTENDENTS OF PUBLIC INSTRUCTION. The office of State Superintendent of Public Instruction was created by act of the Legislature, at a special session held in 1854, its duties previous to that time, from 1845, having been discharged by the Secretary of State as Superintendent, ex-officio. The following is a list of the incumbents from the date of the formal

creation of the office down to the present time (1899), with the date and duration of the term of each. Ninian W. Edwards (by appointment of the Governor), 1854-57; William H. Powell (by election), 1857-59; Newton Bateman, 1859-63; John P. Brooks, 1863-65; Newton Bateman, 1865-75; Samuel W. Etter, 1875-79; James P. Slade, 1879-83; Henry Raab, 1883-87; Richard Edwards, 1887-91; Henry Raab, 1891-95; Samuel M. Inglis, 1895-98; James H. Freeman, June, 1898, to January, 1899 (by appointment of the Governor, to fill the unexpired term of Prof. Inglis, who died in office, June 1, 1898); Alfred Baylis, 1899—.

Previous to 1870 the tenure of the office was two years, but, by the Constitution adopted that year, it was extended to four years, the elections occurring on the even years between those for Governor and other State officers except State Treasurer.

SUPREME COURT, JUDGES OF THE. The following is a list of Justices of the Supreme Court of Illinois who have held office since the organization of the State Government, with the period of their respective incumbencies: Joseph Phillips, 1818-22 (resigned); Thomas C. Browne, 1818-48 (term expired on adoption of new Constitution); William P. Foster, Oct. 9, 1818, to July 7, 1819 (resigned); John Reynolds, 1818-25; Thomas Reynolds (vice Phillips), 1822-25; William Wilson (vice Foster) 1819-48 (term expired on adoption of new Constitution); Samuel D. Lockwood, 1825-48 (term expired on adoption of new Constitution); Theophilus W. Smith, 1825-42 (resigned); Thomas Ford, Feb. 15, 1841, to August 1, 1842 (resigned); Sidney Breese, Feb. 15, 1841, to Dec. 19, 1842 (resigned)—also (by re-elections), 1857-78 (died in office); Walter B. Scates, 1841-47 (resigned)—also (vice Trumbull), 1854-57 (resigned); Samuel H. Treat, 1841-55 (resigned); Stephen A. Douglas, 1841-42 (resigned); John D. Caton (vice Ford) August, 1842, to March, 1843—also (vice Robinson and by successive re-elections), May, 1843 to January, 1864 (resigned); James Semple (vice Breese), Jan. 14, 1843, to April 16, 1843 (resigned); Richard M. Young (vice Smith), 1843-47 (resigned); John M. Robinson (vice Ford), Jan. 14, 1843, to April 27, 1843 (died in office); Jesse B. Thomas, Jr., (vice Douglas), 1843-45 (resigned)—also (vice Young), 1847-48; James Shields (vice Semple), 1843-45 (resigned); Norman H. Purple (vice Thomas), 1843-48 (retired under Constitution of 1848); Gustavus Koerner (vice Shields), 1845-48 (retired by Constitution); William A. Denning (vice Scates), 1847-48 (re-

tired by Constitution); Lyman Trumbull, 1848-53 (resigned); Ozias C. Skinner (vice Treat), 1855-58 (resigned); Pinkney H. Walker (vice Skinner), 1858-85 (deceased); Corydon Beckwith (by appointment, vice Caton), Jan. 7, 1864, to June 6, 1864; Charles B. Lawrence (one term), 1864-73; Anthony Thornton, 1870-73 (resigned); John M. Scott (two terms), 1870-88; Benjamin R. Sheldon (two terms), 1870-88; William K. McAllister, 1870-75 (resigned); John Scholfield (vice Thornton), 1873-93 (died); T. Lyle Dickey (vice McAllister), 1875-85 (died); David J. Baker (appointed, vice Breese), July 9, 1878, to June 2, 1879—also, 1888-97; John H. Mulkey, 1879-88; Damon G. Tunnicliffe (appointed, vice Walker), Feb. 15, 1885, to June 1, 1885; Simeon P. Shope, 1885-94; Joseph M. Bailey, 1888-95 (died in office). The Supreme Court, as at present constituted (1899), is as follows: Carroll C. Boggs, elected, 1897; Jesse J. Phillips (vice Scholfield, deceased) elected, 1893, and re-elected, 1897; Jacob W. Wilkin, elected, 1888, and re-elected, 1897; Joseph N. Carter, elected, 1894; Alfred M. Craig, elected, 1873, and re-elected, 1882 and '91; James H. Cartwright (vice Bailey), elected, 1895, and re-elected, 1897; Benjamin D. Magruder (vice Dickey), elected, 1885, '88 and '97. The terms of Justices Boggs, Phillips, Wilkin, Cartwright and Magruder expire in 1906; that of Justice Carter on 1903; and Justice Craig's, in 1900. Under the Constitution of 1818, the Justices of the Supreme Court were chosen by joint ballot of the Legislature, but, under the Constitutions of 1848 and 1870, by popular vote for terms of nine years each. (See *Judicial System*; also sketches of individual members of the Supreme Court under their proper names.)

SURVEYS, EARLY GOVERNMENT. The first United States law passed on the subject of Government surveys was dated, May 20, 1785. After reserving certain lands to be allotted by way of pensions and to be donated for school purposes, it provided for the division of the remaining public lands among the original thirteen States. This, however, was, in effect, repealed by the Ordinance of 1788. The latter provided for a rectangular system of surveys which, with but little modification, has remained in force ever since. Briefly outlined, the system is as follows: Townships, six miles square, are laid out from principal bases, each township containing thirty-six sections of one square mile, numbered consecutively, the numeration to commence at the upper right hand corner of the township. The first principal meridian (84° 51' west of Greenwich), coincided

with the line dividing Indiana and Ohio. The second (1° 37' farther west) had direct relation to surveys in Eastern Illinois. The third (89° 10' 30" west of Greenwich) and the fourth (90° 29' 56" west) governed the remainder of Illinois surveys. The first Public Surveyor was Thomas Hutchins, who was called "the geographer." (See *Hutchins, Thomas*.)

SWEET, (Gen.) Benjamin J., soldier, was born at Kirkland, Oneida County, N. Y., April 24, 1832; came with his father, in 1848, to Sheboygan, Wis., studied law, was elected to the State Senate in 1859, and, in 1861, enlisted in the Sixth Wisconsin Volunteers, being commissioned Major in 1862. Later, he resigned and, returning home, assisted in the organization of the Twenty-first and Twenty-second regiments, being elected Colonel of the former; and with it taking part in the campaign in Western Kentucky and Tennessee. In 1863 he was assigned to command at Camp Douglas, and was there on the exposure, in November, 1864, of the conspiracy to release the rebel prisoners. (See *Camp Douglas Conspiracy*.) The service which he rendered in the defeat of this bold and dangerous conspiracy evinced his courage and sagacity, and was of inestimable value to the country. After the war, General Sweet located at Lombard, near Chicago, was appointed Pension Agent at Chicago, afterwards served as Supervisor of Internal Revenue, and, in 1872, became Deputy Commissioner of Internal Revenue at Washington. Died, in Washington, Jan. 1, 1874. — **Miss Ada C. (Sweet)**, for eight years (1874-82) the efficient Pension Agent at Chicago, is General Sweet's daughter.

SWEETSER, A. C., soldier and Department Commander G. A. R., was born in Oxford County, Maine, in 1839; came to Bloomington, Ill., in 1857; enlisted at the beginning of the Civil War in the Eighth Illinois Volunteers and, later, in the Thirty-ninth; at the battle of Wierbottom Church, Va., in June, 1864, was shot through both legs, necessitating the amputation of one of them. After the war he held several offices of trust, including those of City Collector of Bloomington and Deputy Collector of Internal Revenue for the Springfield District; in 1887 was elected Department Commander of the Grand Army of the Republic for Illinois. Died, at Bloomington, March 23, 1896.

SWETT, Leonard, lawyer, was born near Turner, Maine, August 11, 1825; was educated at Waterville College (now Colby University), but left before graduation; read law in Portland, and,

while seeking a location in the West, enlisted in an Indiana regiment for the Mexican War, being attacked by climatic fever, was discharged before completing his term of enlistment. He soon after came to Bloomington, Ill., where he became the intimate friend of Abraham Lincoln and David Davis, traveling the circuit with them for a number of years. He early became active in State politics, was a member of the Republican State Convention of 1856, was elected to the lower house of the General Assembly in 1858, and, in 1860, was a zealous supporter of Mr. Lincoln as a Presidential Elector for the State-at-large. In 1862 he received the Republican nomination for Congress in his District, but was defeated. Removing to Chicago in 1865, he gained increased distinction as a lawyer, especially in the management of criminal cases. In 1872 he was a supporter of Horace Greeley for President, but later returned to the Republican party, and, in the National Republican Convention of 1888, presented the name of Judge Gresham for nomination for the Presidency. Died, June 8, 1889.

SWIGERT, Charles Philip, ex-Auditor of Public Accounts, was born in the Province of Baden, Germany, Nov. 27, 1843, brought by his parents to Chicago, Ill., in childhood, and, in his boyhood, attended the Scammon School in that city. In 1854 his family removed to a farm in Kankakee County, where, between the ages of 12 and 18, he assisted his father in "breaking" between 400 and 500 acres of prairie land. On the breaking out of the war, in 1861, although scarcely 18 years of age, he enlisted as a private in the Forty-second Illinois Volunteer Infantry, and, in April, 1862, was one of twenty heroic volunteers who ran the blockade, on the gunboat *Carondelet*, at Island No. 10, assisting materially in the reduction of that rebel stronghold, which resulted in the capture of 7,000 prisoners. At the battle of Farmington, Miss., during the siege of Corinth, in May, 1862, he had his right arm torn from its socket by a six-pound cannon-ball, compelling his retirement from the army. Returning home, after many weeks spent in hospital at Jefferson Barracks and Quincy, Ill., he received his final discharge, Dec. 21, 1862, spent a year in school, also took a course in Bryant & Stratton's Commercial College in Chicago, and having learned to write with his left hand, taught for a time in Kankakee County; served as letter-carrier in Chicago, and for a year as Deputy County Clerk of Kankakee County, followed by two terms (1867-69) as a student in the Soldiers' College at Fulton.

Ill. The latter year he entered upon the duties of Treasurer of Kankakee County, serving, by successive re-elections, until 1880, when he resigned to take the position of State Auditor, to which he was elected a second time in 1884. In all these positions Mr. Swigert has proved himself an upright, capable and high-minded public official. Of late years his residence has been in Chicago.

SWING, (Rev.) David, clergyman and pulpit orator, was born of German ancestry, at Cincinnati, Ohio, August 23, 1836. After 1837 (his father dying about this time), the family resided for a time at Reedsburgh, and, later, on a farm near Williamsburgh, in Clermont County, in the same State. In 1852, having graduated from the Miami (Ohio) University, he commenced the study of theology, but, in 1854, accepted the position of Professor of Languages in his Alma Mater, which he continued to fill for thirteen years. His first pastorate was in connection with the Westminster Presbyterian Church of Chicago, which he assumed in 1866. His church edifice was destroyed in the great Chicago fire, but was later rebuilt. As a preacher he was popular; but, in April, 1874, he was placed on trial, before an ecclesiastical court of his own denomination, on charges of heresy. He was acquitted by the trial court, but, before the appeal taken by the prosecution could be heard, he personally withdrew from affiliation with the denomination. Shortly afterward he became pastor of an independent religious organization known as the "Central Church," preaching, first at McVicker's Theatre and, afterward, at Central Music Hall, Chicago. He was a fluent and popular speaker on all themes, a frequent and valued contributor to numerous magazines, as well as the author of several volumes. Among his best known books are "Motives of Life," "Truths for To-day," and "Club Essays." Died, in Chicago, Oct. 3, 1894.

SYCAMORE, the county-seat of De Kalb County (founded in 1836), 56 miles west of Chicago, at the intersection of the Chicago & Northwestern and the Chicago Great Western Railroads; lies in a region devoted to agriculture, dairying and stock-raising. The city itself contains several factories, the principal products being agricultural implements, flour, insulated wire, brick, tile, varnish, furniture, soap and carriages and wagons. There are also works for canning vegetables and fruit, besides two creameries. The town is lighted by electricity, and has high-pressure water-works. There are eleven churches, three graded public schools and a

young ladies' seminary. Population (1880), 3,028; (1890), 2,987; (1900), 3,653.

TAFT, Lorado, sculptor, was born at Elmwood, Peoria County, Ill., April 29, 1860; at an early age evinced a predilection for sculpture and began modeling; graduated at the University of Illinois in 1880, then went to Paris and studied sculpture in the famous Ecole des Beaux Arts until 1885. The following year he settled in Chicago, finally becoming associated with the Chicago Art Institute. He has been a lecturer on art in the Chicago University. Mr. Taft furnished the decorations of the Horticultural Building on the World's Fair Grounds, in 1893.

TALCOTT, Mancel, business man, was born in Rome, N. Y., Oct. 12, 1817; attended the common schools until 17 years of age, when he set out for the West, traveling on foot from Detroit to Chicago, and thence to Park Ridge, where he worked at farming until 1850. Then, having followed the occupation of a miner for some time, in California, with some success, he united with Horace M. Singer in establishing the firm of Singer & Talcott, stone-dealers, which lasted during most of his life. He served as a member of the Chicago City Council, on the Board of County Commissioners, as a member of the Police Board, and was one of the founders of the First National Bank, and President, for several years, of the Stock Yards National Bank. Liberal and public-spirited, he contributed freely to works of charity. Died, June 5, 1878.

TALCOTT, (Capt.) William, soldier of the War of 1812 and pioneer, was born in Gilead, Conn., March 6, 1774; emigrated to Rome, Oneida County, N. Y., in 1810, and engaged in farming; served as a Lieutenant in the Oneida County militia during the War of 1812-14, being stationed at Sackett's Harbor under the command of Gen. Winfield Scott. In 1835, in company with his eldest son, Thomas B. Talcott, he made an extended tour through the West, finally selecting a location in Illinois at the junction of Rock River and the Pecatonica, where the town of Rockton now stands—there being only two white families, at that time, within the present limits of Winnebago County. Two years later (1837), he brought his family to this point, with his sons took up a considerable body of Government land and erected two mills, to which customers came from a long distance. In 1838 Captain Talcott took part in the organization of the first Congregational Church in that section of the State. A zealous anti-slavery man, he supported James G.

Birney (the Liberty candidate for President) in 1844, continuing to act with that party until the organization of the Republican party in 1856; was deeply interested in the War for the Union, but died before its conclusion, Sept. 2, 1864.—**Maj. Thomas B.** (Talcott), oldest son of the preceding, was born at Hebron, Conn., April 17, 1806; was taken to Rome, N. Y., by his father in infancy, and, after reaching maturity, engaged in mercantile business with his brother in Chemung County; in 1835 accompanied his father in a tour through the West, finally locating at Rockton, where he engaged in agriculture. On the organization of Winnebago County, in 1836, he was elected one of the first County Commissioners, and, in 1850, to the State Senate, serving four years. He also held various local offices. Died, Sept. 30, 1894.—**Hon. Wait** (Talcott), second son of Capt. William Talcott, was born at Hebron, Conn., Oct. 17, 1807, and taken to Rome, N. Y., where he remained until his 19th year, when he engaged in business at Booneville and, still later, in Utica; in 1838, removed to Illinois and joined his father at Rockton, finally becoming a citizen of Rockford, where, in his later years, he was extensively engaged in manufacturing, having become, in 1854, with his brother Sylvester, a partner of the firm of J. H. Manny & Co., in the manufacture of the Manny reaper and mower. He was an original anti-slavery man and, at one time, a Free-Soil candidate for Congress, but became a zealous Republican and ardent friend of Abraham Lincoln, whom he employed as an attorney in the famous suit of McCormick vs. the Manny Reaper Company for infringement of patent. In 1854 he was elected to the State Senate, succeeding his brother, Thomas B., and was the first Collector of Internal Revenue in the Second District, appointed by Mr. Lincoln in 1862, and continuing in office some five years. Though too old for active service in the field, during the Civil War, he voluntarily hired a substitute to take his place. Mr. Talcott was one of the original incorporators and Trustees of Beloit College, and a founder of Rockford Female Seminary, remaining a trustee of each for many years. Died, June 7, 1890.—**Sylvester** (Talcott), third son of William Talcott, born at Rome, N. Y., Oct. 14, 1810; when of age, engaged in mercantile business in Chemung County; in 1837 removed, with other members of the family, to Winnebago County, Ill., where he joined his father in the entry of Government lands and the erection of mills, as already detailed. He became one of the first Justices of the Peace in Winne-

bago County, also served as Supervisor for a number of years and, although a farmer, became interested, in 1854, with his brother Wait, in the Manny Reaper Company at Rockford. He also followed the example of his brother, just named, in furnishing a substitute for the War of the Rebellion, though too old for service himself. Died, June 19, 1885.—**Henry Walter** (Talcott), fourth son of William Talcott, was born at Rome, N. Y., Feb. 13, 1814; came with his father to Winnebago County, Ill., in 1835, and was connected with his father and brothers in business. Died, Dec. 9, 1870.—**Dwight Lewis** (Talcott), oldest son of Henry Walter Talcott, born in Winnebago County; at the age of 17 years enlisted at Belvidere, in January, 1864, as a soldier in the Ninth Illinois Volunteer Infantry; served as provost guard some two months at Fort Pickering, near Memphis, and later took part in many of the important battles of that year in Mississippi and Tennessee. Having been captured at Campbellsville, Tenn., he was taken to Andersonville, Ga., where he suffered all the horrors of that famous prison-pen, until March, 1865, when he was released, arriving at home a helpless skeleton, the day after Abraham Lincoln's assassination. Mr. Talcott subsequently settled in Muscatine County, Iowa.

TALLULA, a prosperous village of Menard County, on the Jacksonville branch of the Chicago & Alton Railway, 24 miles northeast of Jacksonville; is in the midst of a grain, coal-mining, and stock-growing region; has a local bank and newspaper. Pop. (1890), 445; (1900), 639.

TAMAROA, a village in Perry County, situated at the junction of the Illinois Central with the Wabash, Chester & Western Railroad, 8 miles north of Duquoin, and 57 miles east-southeast of Belleville. It has a bank, a newspaper office, a large public school, five churches and two flouring mills. Coal is mined here and exported in large quantities. Pop. (1900), 853.

TAMAROA & MOUNT VERNON RAILROAD. (See *Wabash, Chester & Western Railroad.*)

TANNER, Edward Allen, clergyman and educator, was born of New England ancestry, at Waverly, Ill., Nov. 29, 1837—being the first child who could claim nativity there; was educated in the local schools and at Illinois College, graduating from the latter in 1857; spent four years teaching in his native place and at Jacksonville; then accepted the Professorship of Latin in Pacific University at Portland, Oregon, remaining four years, when he returned to his Alma Mater (1865), assuming there the chair of

Latin and Rhetoric. In 1881 he was appointed financial agent of the latter institution, and, in 1882, its President. While in Oregon he had been ordained a minister of the Congregational Church, and, for a considerable period during his connection with Illinois College, officiated as Chaplain of the Central Hospital for the Insane at Jacksonville, besides supplying local and other pulpits. He labored earnestly for the benefit of the institution under his charge, and, during his incumbency, added materially to its endowment and resources. Died, at Jacksonville, Feb. 8, 1892.

TANNER, John R., Governor, was born in Warrick County, Ind., April 4, 1844, and brought to Southern Illinois in boyhood, where he grew up on a farm in the vicinity of Carbondale, enjoying only such educational advantages as were afforded by the common school; in 1863, at the age of 19, enlisted in the Ninety-eighth Illinois Volunteers, serving until June, 1865, when he was transferred to the Sixty-first, and finally mustered out in September following. All the male members of Governor Tanner's family were soldiers of the late war, his father dying in a rebel prison at Columbus, Miss., one of his brothers suffering the same fate from wounds at Nashville, Tenn., and another brother dying in hospital at Pine Bluff, Ark. Only one of this patriotic family, besides Governor Tanner, still survives—Mr. J. M. Tanner of Clay County, who left the service with the rank of Lieutenant of the Thirtieth Illinois Cavalry. Returning from the war, Mr. Tanner established himself in business as a farmer in Clay County, later engaging successfully in the milling and lumber business as the partner of his brother. The public positions held by him, since the war, include those of Sheriff of Clay County (1870-72), Clerk of the Circuit Court (1872-76), and State Senator (1880-83). During the latter year he received the appointment of United States Marshal for the Southern District of Illinois, serving until after the accession of President Cleveland in 1885. In 1886, he was the Republican nominee for State Treasurer and was elected by an unusually large majority; in 1891 was appointed, by Governor Fifer, a member of the Railroad and Warehouse Commission, but, in 1892, received the appointment of Assistant United States Treasurer at Chicago, continuing in the latter office until December, 1893. For ten years (1874-84) he was a member of the Republican State Central Committee, returning to that body in 1894, when he was chosen Chairman and conducted the campaign which

resulted in the unprecedented Republican successes of that year. In 1896 he received the nomination of his party for Governor, and was elected over Gov. John P. Altgeld, his Democratic opponent, by a plurality of over 113,000, and a majority, over all, of nearly 90,000 votes.

TANNER, Tazewell B., jurist, was born in Henry County, Va., and came to Jefferson County, Ill., about 1846 or '47, at first taking a position as teacher and Superintendent of Public Schools. Later, he was connected with "The Jeffersonian," a Democratic paper at Mount Vernon, and, in 1849, went to the gold regions of California, meeting with reasonable success as a miner. Returning in a year or two, he was elected Clerk of the Circuit Court, and, while in the discharge of his duties, prosecuted the study of law, finally, on admission to the bar, entering into partnership with the late Col. Thomas S. Casey. In 1854 he was elected Representative in the Nineteenth General Assembly, and was instrumental in securing the appropriation for the erection of a Supreme Court building at Mount Vernon. In 1862 he served as a Delegate to the State Constitutional Convention of that year; was elected Circuit Judge in 1873, and, in 1877, was assigned to duty on the Appellate bench, but, at the expiration of his term, declined a re-election and resumed the practice of his profession at Mount Vernon. Died, March 25, 1880.

TAXATION, in its legal sense, the mode of raising revenue. In its general sense its purposes are the support of the State and local governments, the promotion of the public good by fostering education and works of public improvement, the protection of society by the preservation of order and the punishment of crime, and the support of the helpless and destitute. In practice, and as prescribed by the Constitution, the raising of revenue is required to be done "by levying a tax by valuation, so that every person and corporation shall pay a tax in proportion to the value of his, her or its property—such value to be ascertained by some person or persons, to be elected or appointed in such manner as the General Assembly shall direct, and not otherwise." (State Constitution, 1870—Art. Revenue, Sec. 1.) The person selected under the law to make this valuation is the Assessor of the county or the township (in counties under township organization), and he is required to make a return to the County Board at its July meeting each year—the latter having authority to hear complaints of taxpayers and adjust inequalities when found to exist. It is made the duty of the Assessor to

include in his return, as real-estate, all lands and the buildings or other improvements erected thereon; and, under the head of personal property, all tangible effects, besides moneys, credits, bonds or stocks, shares of stock of companies or corporations, investments, annuities, franchises, royalties, etc. Property used for school, church or cemetery purposes, as well as public buildings and other property belonging to the State and General Government, municipalities, public charities, public libraries, agricultural and scientific societies, are declared exempt. Nominally, all property subject to taxation is required to be assessed at its cash valuation; but, in reality, the valuation, of late years, has been on a basis of twenty-five to thirty-three per cent of its estimated cash value. In the larger cities, however, the valuation is often much lower than this, while very large amounts escape assessment altogether. The Revenue Act, passed at the special session of the Fortieth General Assembly (1898), requires the Assessor to make a return of all property subject to taxation in his district, at its cash valuation, upon which a Board of Review fixes a tax on the basis of twenty per cent of such cash valuation. An abstract of the property assessment of each county goes before the State Board of Equalization, at its annual meeting in August, for the purpose of comparison and equalizing valuations between counties, but the Board has no power to modify the assessments of individual tax-payers. (See *State Board of Equalization*.) This Board has exclusive power to fix the valuation for purposes of taxation of the capital stock or franchises of companies (except certain specified manufacturing corporations), incorporated under the State laws, together with the "railroad track" and "rolling stock" of railroads, and the capital stock of railroads and telegraph lines, and to fix the distribution of the latter between counties in which they lie.—The Constitution of 1848 empowered the Legislature to impose a capitation tax, of not less than fifty cents nor more than one dollar, upon each free white male citizen entitled to the right of suffrage, between the ages of 21 and 60 years, but the Constitution of 1870 grants no such power, though it authorizes the extension of the "objects and subjects of taxation" in accordance with the principle contained in the first section of the Revenue Article.—Special assessments in cities, for the construction of sewers, pavements, etc., being local and in the form of benefits, cannot be said to come under the head of general taxation. The same is to be said of revenue derived

from fines and penalties, which are forms of punishment for specific offenses, and go to the benefit of certain specified funds.

TAYLOR, Abner, ex-Congressman, is a native of Maine, and a resident of Chicago. He has been in active business all his life as contractor, builder and merchant, and, for some time, a member of the wholesale dry-goods firm of J. V. Farwell & Co., of Chicago. He was a member of the Thirty-fourth General Assembly, a delegate to the National Republican Convention of 1884, and represented the First Illinois District in the Fifty-first and Fifty-second Congresses, 1889 to 1893. Mr. Taylor was one of the contractors for the erection of the new State Capitol of Texas.

TAYLOR, Benjamin Franklin, journalist, poet and lecturer, was born at Lowville, N. Y., July 19, 1819; graduated at Madison University in 1839, the next year becoming literary and dramatic critic of "The Chicago Evening Journal." Here, in a few years, he acquired a wide reputation as a journalist and poet, and was much in demand as a lecturer on literary topics. His letters from the field during the Rebellion, as war correspondent of "The Evening Journal," won for him even a greater popularity, and were complimented by translation into more than one European language. After the war, he gave his attention more unreservedly to literature, his principal works appearing after that date. His publications in book form, including both prose and poetry, comprise the following: "Attractions of Language" (1845); "January and June" (1853); "Pictures in Camp and Field" (1871); "The World on Wheels" (1873); "Old Time Pictures and Sheaves of Rhyme" (1874); "Songs of Yesterday" (1877); "Summer Savory Gleaned from Rural Nooks" (1879); "Between the Gates"—pictures of California life—(1881); "Dulce Domum, the Burden of Song" (1884), and "Theophilus Trent, or Old Times in the Oak Openings," a novel (1887). The last was in the hands of the publishers at his death, Feb. 27, 1887. Among his most popular poems are "The Isle of the Long Ago," "The Old Village Choir," and "Rhymes of the River." "The London Times" complimented Mr. Taylor with the title of "The Oliver Goldsmith of America."

TAYLOR, Edmund Dick, early Indian-trader and legislator, was born at Fairfield C. H., Va., Oct. 18, 1802—the son of a commissary in the army of the Revolution, under General Greene, and a cousin of General (later, President) Zachary Taylor; left his native State in his youth and, at an early day, came to Springfield, Ill., where he

opened an Indian-trading post and general store; was elected from Sangamon County to the lower branch of the Seventh General Assembly (1830) and re-elected in 1832—the latter year being a competitor of Abraham Lincoln, whom he defeated. In 1834 he was elected to the State Senate and, at the next session of the Legislature, was one of the celebrated “Long Nine” who secured the removal of the State Capital to Springfield. He resigned before the close of his term to accept, from President Jackson, the appointment of Receiver of Public Moneys at Chicago. Here he became one of the promoters of the Galena & Chicago Union Railroad (1837), serving as one of the Commissioners to secure subscriptions of stock, and was also active in advocating the construction of the Illinois & Michigan Canal. The title of “Colonel,” by which he was known during most of his life, was acquired by service, with that rank, on the staff of Gov. John Reynolds, during the Black Hawk War of 1832. After coming to Chicago, Colonel Taylor became one of the Trustees of the Chicago branch of the State Bank, and was later identified with various banking enterprises, as also a somewhat extensive operator in real estate. An active Democrat in the early part of his career in Illinois, Colonel Taylor was one of the members of his party to take ground against the Kansas-Nebraska bill in 1854, and advocated the election of General Bissell to the governorship in 1856. In 1860 he was again in line with his party in support of Senator Douglas for the Presidency, and was an opponent of the war policy of the Government still later, as shown by his participation in the celebrated “Peace Convention” at Springfield, of June 17, 1863. In the latter years of his life he became extensively interested in coal lands in La Salle and adjoining counties, and, for a considerable time, served as President of the Northern Illinois Coal & Mining Company, his home, during a part of this period, being at Mendota. Died, in Chicago, Dec. 4, 1891.

TAYLORVILLE, a city and county-seat of Christian County, on the South Fork of the Sangamon River and on the Wabash Railway at its point of intersection with the Springfield Division of the Baltimore & Ohio Southwestern. It is about 27 miles southeast of Springfield, and 28 miles southwest of Decatur. It has several banks, flour mills, paper mill, electric light and gas plants, water-works, two coal mines, carriage and wagon shops, a manufactory of farming implements, two daily and weekly papers, nine churches and five graded and township high

schools. Much coal is mined in this vicinity. Pop. (1890), 2,839; (1900), 4,248.

TAZEWELL COUNTY, a central county on the Illinois River; was first settled in 1823 and organized in 1827; has an area of 650 square miles—was named for Governor Tazewell of Virginia. It is drained by the Illinois and Mackinaw Rivers and traversed by several lines of railway. The surface is generally level, the soil alluvial and rich, but, requiring drainage, especially on the river bottoms. Gravel, coal and sandstone are found, but, generally speaking, Tazewell is an agricultural county. The cereals are extensively cultivated; wool is also clipped, and there are dairy interests of some importance. Distilling is extensively conducted at Pekin, the county-seat, which is also the seat of other mechanical industries. (See also *Pekin*.) Population of the county (1880), 29,666; (1890), 29,556; (1900), 33,221.

TEMPLE, John Taylor, M.D., early Chicago physician, born in Virginia in 1804, graduated in medicine at Middlebury College, Vt., in 1830, and, in 1833, arrived in Chicago. At this time he had a contract for carrying the United States mail from Chicago to Fort Howard, near Green Bay, and the following year undertook a similar contract between Chicago and Ottawa. Having sold these out three years later, he devoted his attention to the practice of his profession, though interested, for a time, in contracts for the construction of the Illinois & Michigan Canal. Dr. Temple was instrumental in erecting the first house (after Rev. Jesse Walker's missionary station at Wolf Point), for public religious worship in Chicago, and, although himself a Baptist, it was used in common by Protestant denominations. He was a member of the first Board of Trustees of Rush Medical College, though he later became a convert to homeopathy, and finally, removing to St. Louis, assisted in founding the St. Louis School of Homeopathy, dying there, Feb. 24, 1877.

TENURE OF OFFICE. (See *Elections*.)

TERRE HAUTE, ALTON & ST. LOUIS RAILROAD. (See *St. Louis, Alton & Terre Haute Railroad*.)

TERRE HAUTE & ALTON RAILROAD (See *St. Louis, Alton & Terre Haute Railroad*.)

TERRE HAUTE & INDIANAPOLIS RAILROAD, a corporation operating no line of its own within the State, but the lessee and operator of the following lines (which see): St. Louis, Vandalia & Terre Haute, 158.3 miles; Terre Haute & Peoria, 145.12 miles; East St. Louis & Carondelet, 12.74 miles—total length of leased

lines in Illinois, 316.16 miles. The Terre Haute & Indianapolis Railroad was incorporated in Indiana in 1847, as the Terre Haute & Richmond, completed a line between the points named in the title, in 1852, and took its present name in 1866. The Pennsylvania Railroad Company purchased a controlling interest in its stock in 1893.

TERRE HAUTE & PEORIA RAILROAD, (Vandalia Line), a line of road extending from Terre Haute, Ind., to Peoria, Ill., 145.12 miles, with 28.78 miles of trackage, making in all 173.9 miles in operation, all being in Illinois—operated by the Terre Haute & Indianapolis Railroad Company. The gauge is standard, and the rails are steel. (HISTORY.) It was organized Feb. 7, 1887, successor to the Illinois Midland Railroad. The latter was made up by the consolidation (Nov. 4, 1874) of three lines: (1) The Peoria, Atlanta & Decatur Railroad, chartered in 1869 and opened in 1874; (2) the Paris & Decatur Railroad, chartered in 1861 and opened in December, 1872; and (3) the Paris & Terre Haute Railroad, chartered in 1873 and opened in 1874—the consolidated lines assuming the name of the Illinois Midland Railroad. In 1886 the Illinois Midland was sold under foreclosure and, in February, 1887, reorganized as the Terre Haute & Peoria Railroad. In 1892 it was leased for ninety-nine years to the Terre Haute & Indianapolis Railroad Company, and is operated as a part of the "Vandalia System." The capital stock (1898) was \$3,764,200; funded debt, \$2,230,000,—total capital invested, \$6,227,481.

TEUTOPOLIS, a village of Effingham County, on the Terre Haute & Indianapolis Railroad, 4 miles east of Effingham; was originally settled by a colony of Germans from Cincinnati. Population (1900), 498.

THOMAS, Horace H., lawyer and legislator, was born in Vermont; Dec. 18, 1831, graduated at Middlebury College, and, after admission to the bar, removed to Chicago, where he commenced practice. At the outbreak of the rebellion he enlisted and was commissioned Assistant Adjutant-General of the Army of the Ohio. At the close of the war he took up his residence in Tennessee, serving as Quartermaster upon the staff of Governor Brownlow. In 1867 he returned to Chicago and resumed practice. He was elected a Representative in the Legislature in 1878 and re-elected in 1880, being chosen Speaker of the House during his latter term. In 1888 he was elected State Senator from the Sixth District, serving during the sessions of the Thirty-sixth

and Thirty-seventh General Assemblies. In 1897, General Thomas was appointed United States Appraiser in connection with the Custom House in Chicago.

THOMAS, Jesse Burgess, jurist and United States Senator, was born at Hagerstown, Md., claiming direct descent from Lord Baltimore. Taken west in childhood, he grew to manhood and settled at Lawrenceburg, Indiana Territory, in 1803; in 1805 was Speaker of the Territorial Legislature and, later, represented the Territory as Delegate in Congress. On the organization of Illinois Territory (which he had favored), he removed to Kaskaskia, was appointed one of the first Judges for the new Territory, and, in 1818, as Delegate from St. Clair County, presided over the first State Constitutional Convention, and, on the admission of the State, became one of the first United States Senators—Governor Edwards being his colleague. Though an avowed advocate of slavery, he gained no little prominence as the author of the celebrated "Missouri Compromise," adopted in 1820. He was re-elected to the Senate in 1823, serving until 1829. He subsequently removed to Mount Vernon, Ohio, where he died by suicide, May 4, 1853.—**Jesse Burgess** (Thomas), Jr., nephew of the United States Senator of the same name, was born at Lebanon, Ohio, July 31, 1806, was educated at Transylvania University, and, being admitted to the bar, located at Edwardsville, Ill. He first appeared in connection with public affairs as Secretary of the State Senate in 1830, being re-elected in 1832; in 1834 was elected Representative in the General Assembly from Madison County, but, in February following, was appointed Attorney-General, serving only one year. He afterwards held the position of Circuit Judge (1837-39), his home being then in Springfield; in 1843 he became Associate Justice of the Supreme Court, by appointment of the Governor, as successor to Stephen A. Douglas, and was afterwards elected to the same office by the Legislature, remaining until 1848. During a part of his professional career he was the partner of David Prickett and William L. May, at Springfield, and afterwards a member of the Galena bar, finally removing to Chicago, where he died, Feb. 21, 1850.—**Jesse B. (Thomas)** third, clergyman and son of the last named; born at Edwardsville, Ill., July 29, 1832; educated at Kenyon College, Ohio, and Rochester (N. Y.) Theological Seminary; practiced law for a time in Chicago, but finally entered the Baptist ministry, serving churches at Waukegan, Ill., Brooklyn, N. Y., and San Francisco (1862-69). He

then became pastor of the Michigan Avenue Baptist Church, in Chicago, remaining until 1874, when he returned to Brooklyn. In 1887 he became Professor of Biblical History in the Theological Seminary at Newton, Mass., where he has since resided. He is the author of several volumes, and, in 1866, received the degree of D.D. from the old University of Chicago.

THOMAS, John, pioneer and soldier of the Black Hawk War, was born in Wythe County, Va., Jan. 11, 1800. At the age of 18 he accompanied his parents to St. Clair County, Ill., where the family located in what was then called the Alexander settlement, near the present site of Shiloh. When he was 22 he rented a farm (although he had not enough money to buy a horse) and married. Six years later he bought and stocked a farm, and, from that time forward, rapidly accumulated real property, until he became one of the most extensive owners of farming land in St. Clair County. In early life he was fond of military exercise, holding various offices in local organizations and serving as a Colonel in the Black Hawk War. In 1824 he was one of the leaders of the party opposed to the amendment of the State Constitution to sanction slavery, was a zealous opponent of the Kansas-Nebraska bill in 1854, and a firm supporter of the Republican party from the date of its formation. He was elected to the lower house of the General Assembly in 1838, '62, '64, '72 and '74; and to the State Senate in 1878, serving four years in the latter body. Died, at Belleville, Dec. 16, 1894, in the 95th year of his age.

THOMAS, John R., ex-Congressman, was born at Mount Vernon, Ill., Oct. 11, 1846. He served in the Union Army during the War of the Rebellion, rising from the ranks to a captaincy. After his return home he studied law, and was admitted to the bar in 1869. From 1872 to 1876 he was State's Attorney, and, from 1879 to 1889, represented his District in Congress. In 1897, Mr. Thomas was appointed by President McKinley an additional United States District Judge for Indian Territory. His home is now at Vanita, in that Territory.

THOMAS, William, pioneer lawyer and legislator, was born in what is now Allen County, Ky., Nov. 22, 1802; received a rudimentary education, and served as deputy of his father (who was Sheriff), and afterwards of the County Clerk; studied law and was admitted to the bar in 1823; in 1826 removed to Jacksonville, Ill., where he taught school, served as a private in the Winnebago War (1827), and at the session of 1828-29,

reported the proceedings of the General Assembly for "The Vandalia Intelligencer"; was State's Attorney and School Commissioner of Morgan County; served as Quartermaster and Commissary in the Black Hawk War (1831-32), first under Gen. Joseph Duncan and, a year later, under General Whiteside; in 1839 was appointed Circuit Judge, but legislated out of office two years later. It was as a member of the Legislature, however, that he gained the greatest prominence, first as State Senator in 1834-40, and Representative in 1846-48 and 1850-52, when he was especially influential in the legislation which resulted in establishing the institutions for the Deaf and Dumb and the Blind, and the Hospital for the Insane (the first in the State) at Jacksonville—serving, for a time, as a member of the Board of Trustees of the latter. He was also prominent in connection with many enterprises of a local character, including the establishment of the Illinois Female College, to which, although without children of his own, he was a liberal contributor. During the first year of the war he was a member of the Board of Army Auditors by appointment of Governor Yates. Died, at Jacksonville, August 22, 1889.

THORNTON, Anthony, jurist, was born in Bourbon County, Ky., Nov. 9, 1814—being descended from a Virginia family. After the usual primary instruction in the common schools, he spent two years in a high school at Gallatin, Tenn., when he entered Centre College at Danville, Ky., afterwards continuing his studies at Miami University, Ohio, where he graduated in 1834. Having studied law with an uncle at Paris, Ky., he was licensed to practice in 1836, when he left his native State with a view to settling in Missouri, but, visiting his uncle, Gen. William F. Thornton, at Shelbyville, Ill., was induced to establish himself in practice there. He served as a member of the State Constitutional Conventions of 1847 and 1862, and as Representative in the Seventeenth General Assembly (1850-52) for Shelby County. In 1864 he was elected to the Thirty-ninth Congress, and, in 1870, to the Illinois Supreme Court, but served only until 1873, when he resigned. In 1879 Judge Thornton removed to Decatur, Ill., but subsequently returned to Shelbyville, where (1898) he now resides.

THORNTON, William Fitzhugh, Commissioner of the Illinois & Michigan Canal, was born in Hanover County, Va., Oct. 4, 1789; in 1806, went to Alexandria, Va., where he conducted a drug business for a time, also acting as associate

editor of "The Alexandria Gazette." Subsequently removing to Washington City, he conducted a paper there in the interest of John Quincy Adams for the Presidency. During the War of 1812-14 he served as a Captain of cavalry, and, for a time, as staff-officer of General Winder. On occasion of the visit of Marquis La Fayette to America (1824-25) he accompanied the distinguished Frenchman from Baltimore to Richmond. In 1829 he removed to Kentucky, and, in 1833, to Shelbyville, Ill., where he soon after engaged in mercantile business, to which he added a banking and brokerage business in 1859, with which he was actively associated until his death. In 1836, he was appointed, by Governor Duncan, one of the Commissioners of the Illinois & Michigan Canal, serving as President of the Board until 1842. In 1840, he made a visit to London, as financial agent of the State, in the interest of the Canal, and succeeded in making a sale of bonds to the amount of \$1,000,000 on what were then considered favorable terms. General Thornton was an ardent Whig until the organization of the Republican party, when he became a Democrat. Died, at Shelbyville, Oct. 21, 1873.

TILLSON, John, pioneer, was born at Halifax, Mass., March 13, 1796; came to Illinois in 1819, locating at Hillsboro, Montgomery County, where he became a prominent and enterprising operator in real estate, doing a large business for eastern parties; was one of the founders of Hillsboro Academy and an influential and liberal friend of Illinois College, being a Trustee of the latter from its establishment until his death; was supported in the Legislature of 1827 for State Treasurer, but defeated by James Hall. Died, at Peoria, May 11, 1853.—**Christiana Holmes** (Tillson), wife of the preceding, was born at Kingston, Mass., Oct. 10, 1798; married to John Tillson in 1822, and immediately came to Illinois to reside; was a woman of rare culture and refinement, and deeply interested in benevolent enterprises. Died, in New York City, May 29, 1872.—**Charles Holmes** (Tillson), son of John and Christiana Holmes Tillson, was born at Hillsboro, Ill., Sept. 15, 1823; educated at Hillsboro Academy and Illinois College, graduating from the latter in 1844; studied law in St. Louis and at Transylvania University, was admitted to the bar in St. Louis and practiced there some years—also served several terms in the City Council, and was a member of the National Guard of Missouri in the War of the Rebellion. Died, Nov. 25, 1865.—**John** (Tillson), Jr., another son, was born at

Hillsboro, Ill., Oct. 12, 1825; educated at Hillsboro Academy and Illinois College, but did not graduate from the latter; graduated from Transylvania Law School, Ky., in 1847, and was admitted to the bar at Quincy, Ill., the same year; practiced two years at Galena, when he returned to Quincy. In 1861 he enlisted in the Tenth Regiment Illinois Volunteers, became its Lieutenant-Colonel, on the promotion of Col. J. D. Morgan to Brigadier-General, was advanced to the colonelcy, and, in July, 1865, was mustered out with the rank of brevet Brigadier-General; for two years later held a commission as Captain in the regular army. During a portion of 1869-70 he was editor of "The Quincy Whig"; in 1873 was elected Representative in the Twenty-eighth General Assembly to succeed Nehemiah Bushnell, who had died in office, and, during the same year, was appointed Collector of Internal Revenue for the Quincy District, serving until 1881. Died, August 6, 1892.

TILLSON, Robert, pioneer, was born in Halifax County, Mass., August 12, 1800; came to Illinois in 1822, and was employed, for several years, as a clerk in the land agency of his brother, John Tillson, at Hillsboro. In 1826 he engaged in the mercantile business with Charles Holmes, Jr., in St. Louis, but, in 1828, removed to Quincy, Ill., where he opened the first general store in that city; also served as Postmaster for some ten years. During this period he built the first two-story frame building erected in Quincy, up to that date. Retiring from the mercantile business in 1840 he engaged in real estate, ultimately becoming the proprietor of considerable property of this character; was also a contractor for furnishing cavalry accouterments to the Government during the war. Soon after the war he erected one of the handsomest business blocks existing in the city at that time. Died, in Quincy, Dec. 27, 1892.

TINCHER, John L., banker, was born in Kentucky in 1821; brought by his parents to Vermilion County, Ind., in 1829, and left an orphan at 17; attended school in Coles County, Ill., and was employed as clerk in a store at Danville, 1843-53. He then became a member of the firm of Tinchier & English, merchants, later establishing a bank, which became the First National Bank of Danville. In 1864 Mr. Tinchier was elected Representative in the Twenty-fourth General Assembly and, two years later, to the Senate, being re-elected in 1870. He was also a member of the State Constitutional Convention of 1869-70. Died, in Springfield, Dec. 17, 1871,

while in attendance on the adjourned session of that year.

TIPTON, Thomas F., lawyer and jurist, was born in Franklin County, Ohio, August 29, 1833; has been a resident of McLean County, Ill., from the age of 10 years, his present home being at Bloomington. He was admitted to the bar in 1857, and, from January, 1867, to December, 1868, was State's Attorney for the Eighth Judicial Circuit. In 1870 he was elected Judge of the same circuit, and under the new Constitution, was chosen Judge of the new Fourteenth Circuit. From 1877 to 1879 he represented the (then) Thirteenth Illinois District in Congress, but, in 1878, was defeated by Adlai E. Stevenson, the Democratic nominee. In 1891 he was re-elected to a seat on the Circuit bench for the Bloomington Circuit, but resumed practice at the expiration of his term in 1897.

TISKILWA, a village of Bureau County, on the Chicago, Rock Island & Pacific Railway, 7 miles southwest of Princeton; has creameries and cheese factories, churches, school, library, water-works, bank and a newspaper. Pop. (1900), 965.

TODD, (Col.) John, soldier, was born in Montgomery County, Pa., in 1750; took part in the battle of Point Pleasant, Va., in 1774, as Adjutant-General of General Lewis; settled as a lawyer at Fincastle, Va., and, in 1775, removed to Fayette County, Ky., the next year locating near Lexington. He was one of the first two Delegates from Kentucky County to the Virginia House of Burgesses, and, in 1778, accompanied Col. George Rogers Clark on his expedition against Kaskaskia and Vincennes. In December, 1778, he was appointed by Gov. Patrick Henry, Lieutenant-Commandant of Illinois County, embracing the region northwest of the Ohio River, serving two years; in 1780, was again a member of the Virginia Legislature, where he procured grants of land for public schools and introduced a bill for negro-emancipation. He was killed by Indians, at the battle of Blue Licks, Ky., August 19, 1782.

TODD, (Dr.) John, physician, born near Lexington, Ky., April 27, 1787, was one of the earliest graduates of Transylvania University, also graduating at the Medical University of Philadelphia; was appointed Surgeon-General of Kentucky troops in the War of 1812, and captured at the battle of River Raisin. Returning to Lexington after his release, he practiced there and at Bardstown, removed to Edwardsville, Ill., in 1817, and, in 1827, to Springfield, where he had been appointed Register of the Land Office by

President John Quincy Adams, but was removed by Jackson in 1829. Dr. Todd continued to reside at Springfield until his death, which occurred, Jan. 9, 1865. He was a grandson of John Todd, who was appointed Commandant of Illinois County by Gov. Patrick Henry in 1778, and an uncle of Mrs. Abraham Lincoln.—**John Blair Smith** (Todd), son of the preceding, was born at Lexington, Ky., April 4, 1814; came with his father to Illinois in 1817; graduated at the United States Military Academy in 1837, serving afterwards in the Florida and Mexican wars and on the frontier; resigned, and was an Indian-trader in Dakota, 1856-61; the latter year, took his seat as a Delegate in Congress from Dakota, then served as Brigadier-General of Volunteers, 1861-62; was again Delegate in Congress in 1863-65, Speaker of the Dakota Legislature in 1867, and Governor of the Territory, 1869-71. Died, at Yankton City, Jan. 5, 1872.

TOLEDO, a village and the county-seat of Cumberland County, on the Illinois Central Railroad; founded in 1854; has five churches, a graded school, two banks, creamery, flour mill, elevator, and two weekly newspapers. There are no manufacturing industries in the surrounding country being agriculture. Pop. (1890), 676; (1900), 818.

TOLEDO, CINCINNATI & ST. LOUIS RAILROAD. (See *Toledo, St. Louis & Kansas City Railroad.*)

TOLEDO, PEORIA & WARSAW RAILROAD. (See *Toledo, Peoria & Western Railway.*)

TOLEDO, PEORIA & WESTERN RAILROAD. (See *Toledo, Peoria & Western Railway.*)

TOLEDO, PEORIA & WESTERN RAILWAY, a line of railroad wholly within the State of Illinois, extending from Effner, at the Indiana State line, west to the Mississippi River at Warsaw. The length of the whole line is 230.7 miles, owned entirely by the company. It is made up of a division from Effner to Peoria (110.9 miles)—which is practically an air-line throughout nearly its entire length—and the Peoria and Warsaw Division (108.8 miles) with branches from La Harpe to Iowa Junction (10.4 miles) and 0.6 of a mile connecting with the Keokuk bridge at Hamilton.—(HISTORY.) The original charter for this line was granted, in 1863, under the name of the Toledo, Peoria & Warsaw Railroad; the main line was completed in 1868, and the La Harpe & Iowa Junction branch in 1873. Default was made in 1873, the road sold under foreclosure, in 1880, and reorganized as the Toledo, Peoria & Western Railroad, and the line leased for 49¼

years to the Wabash, St. Louis & Pacific Railway Company. The latter defaulted in July, 1884, and, a year later, the Toledo, Peoria & Western was transferred to trustees for the first mortgage bond-holders, was sold under foreclosure in October, 1886, and, in March, 1887, the present company, under the name of the Toledo, Peoria & Western Railway Company, was organized for the purpose of taking over the property. In 1893 the Pennsylvania Railroad Company obtained a controlling interest in the stock, and, in 1894, an agreement, for joint ownership and management, was entered into between that corporation and the Chicago, Burlington & Quincy Railroad Company. The total capitalization, in 1898, was \$9,712,433, of which \$4,076,900 was in stock and \$4,895,000 in bonds.

TOLEDO, ST. LOUIS & KANSAS CITY RAILROAD. This line crosses the State in a northeast direction from East St. Louis to Humrick, near the Indiana State line, with Toledo as its eastern terminus. The length of the entire line is 450.72 miles, of which 179½ miles are operated in Illinois.—(HISTORY.) The Illinois portion of the line grew out of the union of charters granted to the Tuscola, Charleston & Vincennes and the Charleston, Neoga & St. Louis Railroad Companies, which were consolidated in 1881 with certain Indiana lines under the name of the Toledo, Cincinnati & St. Louis Railroad. During 1882 a narrow-gauge road was constructed from Ridge Farm, in Vermilion County, to East St. Louis (172 miles). In 1885 this was sold under foreclosure and, in June, 1886, consolidated with the main line under the name of the Toledo, St. Louis & Kansas City Railroad. The whole line was changed to standard gauge in 1887-89, and otherwise materially improved, but, in 1893, went into the hands of receivers. Plans of reorganization have been under consideration, but the receivers were still in control in 1898.

TOLEDO, WABASH & WESTERN RAILROAD. (See *Wabash Railroad*.)

TOLONO, a city in Champaign County, situated at the intersection of the Wabash and the Illinois Central Railroads, 9 miles south of Champaign and 37 miles east-northeast of Decatur. It is the business center of a prosperous agricultural region. The town has five churches, a graded school, a bank, a button factory, and a weekly newspaper. Population (1880), 905; (1890), 902; (1900), 845.

TONICA, a village of La Salle County, on the Illinois Central Railway, 9 miles south of La Salle; the district is agricultural, but the place has some

manufactures and a newspaper. Population (1890), 473; (1900), 497.

TONTY, Chevalier Henry de, explorer and soldier, born at Gaeta, Italy, about 1650. What is now known as the Tontine system of insurance undoubtedly originated with his father. The younger Tonty was adventurous, and, even as a youth, took part in numerous land and naval encounters. In the course of his experience he lost a hand, which was replaced by an iron or copper substitute. He embarked with La Salle in 1678, and aided in the construction of a fort at Niagara. He advanced into the country of the Illinois and established friendly relations with them, only to witness the defeat of his putative savage allies by the Iroquois. After various encounters (chiefly under the direction of La Salle) with the Indians in Illinois, he returned to Green Bay in 1681. The same year—under La Salle's orders—he began the erection of Fort St. Louis, on what is now called "Starved Rock" in La Salle County. In 1682 he descended the Mississippi to its mouth, with La Salle, but was ordered back to Mackinaw for assistance. In 1684 he returned to Illinois and successfully repulsed the Iroquois from Fort St. Louis. In 1686 he again descended the Mississippi in search of La Salle. Disheartened by the death of his commander and the loss of his early comrades, he took up his residence with the Illinois Indians. Among them he was found by Iberville in 1700, as a hunter and fur-trader. He died, in Mobile, in September, 1704. He was La Salle's most efficient coadjutor, and next to his ill-fated leader, did more than any other of the early French explorers to make Illinois known to the civilized world.

TOPOGRAPHY. Illinois is, generally speaking, an elevated table-land. If low water at Cairo be adopted as the maximum depression, and the summits of the two ridges hereinafter mentioned as the highest points of elevation, the altitude of this table land above the sea-level varies from 300 to 850 feet, the mean elevation being about 600 feet. The State has no mountain chains, and its few hills are probably the result of unequal denudation during the drift epoch. In some localities, particularly in the valley of the upper Mississippi, the streams have cut channels from 200 to 300 feet deep through the nearly horizontal strata, and here are found precipitous scarps, but, for the most part, the fundamental rocks are covered by a thick layer of detrital material. In the northwest there is a broken tract of uneven ground; the central por-

tion of the State is almost wholly flat prairie, and, in the alluvial lands in the State, there are many deep valleys, eroded by the action of streams. The surface generally slopes toward the south and southwest, but the uniformity is broken by two ridges, which cross the State, one in either extremity. The northern ridge crosses the Rock River at Grand Detour and the Illinois at Split Rock, with an extreme altitude of 800 to 850 feet above sea-level, though the altitude of Mount Morris, in Ogle County, exceeds 900 feet. That in the south consists of a range of hills in the latitude of Jonesboro, and extending from Shawneetown to Grand Tower. These hills are also about 800 feet above the level of the ocean. The highest point in the State is in Jo Daviess County, just south of the Wisconsin State line (near Scale's Mound) reaching an elevation of 1,257 feet above sea-level, while the highest in the south is in the northeast corner of Pope County—1,046 feet—a spur of the Ozark mountains. The following statistics regarding elevations are taken from a report of Prof. C. W. Rolfe, of the University of Illinois, based on observations made under the auspices of the Illinois Board of World's Fair Commissioners: The lowest gauge of the Ohio river, at its mouth (above sea-level), is 268.58 feet, and the mean level of Lake Michigan at Chicago 581.28 feet. The altitudes of a few prominent points are as follows: Highest point in Jackson County, 695 feet; "Bald Knob" in Union County, 985; highest point in Cook County (Barrington), 818; in La Salle County (Mendota), 747; in Livingston (Strawn), 770; in Will (Monee), 804; in Pike (Arden), 790; in Lake (Lake Zurich), 880; in Bureau, 910; in Boone, 1,010; in Lee (Carnahan), 1,017; in Stephenson (Waddam's Grove), 1,018; in Kane (Briar Hill), 974; in Winnebago, 985. The elevations of important towns are: Peoria, 465; Jacksonville, 602; Springfield, 596; Galesburg, 755; Joliet, 537; Rockford, 728; Bloomington, 821. Outside of the immediate valleys of the streams, and a few isolated groves or copses, little timber is found in the northern and central portions of the State, and such growth as there is, lacks the thriftiness characteristic of the forests in the Ohio valley. These forests cover a belt extending some sixty miles north of Cairo, and, while they generally include few coniferous trees, they abound in various species of oak, black and white walnut, white and yellow poplar, ash, elm, sugar-maple, linden, honey locust, cottonwood, mulberry, sycamore, pecan, persimmon, and (in the immediate valley of the Ohio)

the cypress. From a commercial point of view, Illinois loses nothing through the lack of timber over three-fourths of the State's area. Chicago is an accessible market for the product of the forests of the upper lakes, so that the supply of lumber is ample, while extensive coal-fields supply abundant fuel. The rich soil of the prairies, with its abundance of organic matter (see *Geological Formations*), more than compensates for the want of pine forests, whose soil is ill adapted to agriculture. About two-thirds of the entire boundary of the State consists of navigable waters. These, with their tributary streams, ensure sufficient drainage.

TORRENS LAND TITLE SYSTEM. A system for the registration of titles to, and incumbrances upon, land, as well as transfers thereof, intended to remove all unnecessary obstructions to the cheap, simple and safe sale, acquisition and transfer of realty. The system has been in successful operation in Canada, Australia, New Zealand and British Columbia for many years, and it is also in force in some States in the American Union. An act providing for its introduction into Illinois was first passed by the Twentieth General Assembly, and approved, June 13, 1895. The final legislation in reference thereto was enacted by the succeeding Legislature, and was approved, May 1, 1897. It is far more elaborate in its consideration of details, and is believed to be, in many respects, much better adapted to accomplish the ends in view, than was the original act of 1895. The law is applicable only to counties of the first and second class, and can be adopted in no county except by a vote of a majority of the qualified voters of the same—the vote "for" or "against" to be taken at either the November or April elections, or at an election for the choice of Judges. Thus far the only county to adopt the system has been Cook, and there it encountered strong opposition on the part of certain parties of influence and wealth. After its adoption, a test case was brought, raising the question of the constitutionality of the act. The issue was taken to the Supreme Court, which tribunal finally upheld the law.—The Torrens system substitutes a certificate of registration and of transfer for the more elaborate deeds and mortgages in use for centuries. Under it there can be no actual transfer of a title until the same is entered upon the public land register, kept in the office of the Registrar, in which case the deed or mortgage becomes a mere power of attorney to authorize the transfer to be made, upon the principle of an ordinary stock transfer,

or of the registration of a United States bond, the actual transfer and public notice thereof being simultaneous. A brief synopsis of the provisions of the Illinois statute is given below: Records of deeds are made Registrars, and required to give bonds of either \$50,000 or \$200,000, according to the population of the county. Any person or corporation, having an interest in land, may make application to any court having chancery jurisdiction, to have his title thereto registered. Such application must be in writing, signed and verified by oath, and must conform, in matters of specification and detail, with the requirements of the act. The court may refer the application to one of the standing examiners appointed by the Registrar, who are required to be competent attorneys and to give bond to examine into the title, as well as the truth of the applicant's statements. Immediately upon the filing of the application, notice thereof is given by the clerk, through publication and the issuance of a summons to be served, as in other proceedings in chancery, against all persons mentioned in the petition as having or claiming any interest in the property described. Any person interested, whether named as a defendant or not, may enter an appearance within the time allowed. A failure to enter an appearance is regarded as a confession by default. The court, in passing upon the application, is in no case bound by the examiner's report, but may require other and further proof; and, in its final adjudication, passes upon all questions of title and incumbrance, directing the Registrar to register the title in the party in whom it is to be vested, and making provision as to the manner and order in which incumbrances thereon shall appear upon the certificate to be issued. An appeal may be allowed to the Supreme Court, if prayed at the time of entering the decree, upon like terms as in other cases in chancery; and a writ of error may be sued out from that tribunal within two years after the entry of the order or decree. The period last mentioned may be said to be the statutory period of limitation, after which the decree of the court must be regarded as final, although safeguards are provided for those who may have been defrauded, and for a few other classes of persons. Upon the filing of the order or decree of the court, it becomes the duty of the Registrar to issue a certificate of title, the form of which is prescribed by the act, making such notations at the end as shall show and preserve the priorities of all estates, mortgages, incumbrances and changes to which the owner's title is

subject. For the purpose of preserving evidence of the owner's handwriting, a receipt for the certificate, duly witnessed or acknowledged, is required of him, which is preserved in the Registrar's office. In case any registered owner should desire to transfer the whole or any part of his estate, or any interest therein, he is required to execute a conveyance to the transferee, which, together with the certificate of title last issued, must be surrendered to the Registrar. That official thereupon issues a new certificate, stamping the word "cancelled" across the surrendered certificate, as well as upon the corresponding entry in his books of record. When land is first brought within the operation of the act, the receiver of the certificate of title is required to pay to the Registrar one-tenth of one per cent of the value of the land, the aggregate so received to be deposited with and invested by the County Treasurer, and reserved as an indemnity fund for the reimbursement of persons sustaining any loss through any omission, mistake or malfeasance of the Registrar or his subordinates. The advantage claimed for the Torrens system is, chiefly, that titles registered thereunder can be dealt with more safely, quickly and inexpensively than under the old system; it being possible to close the entire transaction within an hour or two, without the need of an abstract of title, while (as the law is administered in Cook County) the cost of transfer is only \$3. It is asserted that a title, once registered, can be dealt with almost as quickly and cheaply, and quite as safely, as shares of stock or registered bonds.

TOULON, the county-seat of Stark County, on the Peoria & Rock Island Railroad, 37 miles north-northwest of Peoria, and 11 miles southeast of Galva. Besides the county court-house, the town has five churches and a high school, an academy, steam granite works, two banks, and two weekly papers. Population (1880), 967; (1890), 945; (1900), 1,057.

TOWER HILL, a village of Shelby County, on the Cleveland, Cincinnati, Chicago & St. Louis and the Baltimore & Ohio Southwestern Railroads, 7 miles east of Pana; has bank, grain elevators, and coal mine. Pop. (1900), 615.

TOWNSHEND, Richard W., lawyer and Congressman, was born in Prince George's County, Md., April 30, 1840. Between the ages of 10 and 18 he attended public and private schools at Washington, D. C. In 1858 he came to Illinois, where he began teaching, at the same time reading law with S. S. Marshall, at McLeansboro, where he was admitted to the bar

in 1862, and where he began practice. From 1863 to 1868 he was Circuit Clerk of Hamilton County, and, from 1868 to 1872, Prosecuting Attorney for the Twelfth Judicial Circuit. In 1873 he removed to Shawneetown, where he became an officer of the Gallatin National Bank. From 1864 to 1875 he was a member of the Democratic State Central Committee, and a delegate to the National Democratic Convention at Baltimore, in 1872. For twelve years (1877 to 1889) he represented his District in Congress; was re-elected in 1888, but died, March 9, 1889, a few days after the beginning of his seventh term.

TRACY, John M., artist, was born in Illinois about 1842; served in an Illinois regiment during the Civil War; studied painting in Paris in 1866-76; established himself as a portrait painter in St. Louis and, later, won a high reputation as a painter of animals, being regarded as an authority on the anatomy of the horse and the dog. Died, at Ocean Springs, Miss., March 20, 1893.

TREASURERS. (See *State Treasurers*.)

TREAT, Samuel Hubbel, lawyer and jurist, was born at Plainfield, Otsego County, N. Y., June 21, 1811, worked on his father's farm and studied law at Richfield, where he was admitted to practice. In 1834 he came to Springfield, Ill., traveling most of the way on foot. Here he formed a partnership with George Forquer, who had held the offices of Secretary of State and Attorney-General. In 1839 he was appointed a Circuit Judge, and, on the reorganization of the Supreme Court in 1841, was elevated to the Supreme bench, being acting Chief Justice at the time of the adoption of the Constitution of 1848. Having been elected to the Supreme bench under the new Constitution, he remained in office until March, 1855, when he resigned to take the position of Judge of the United States District Court for the Southern District of Illinois, to which he had been appointed by President Pierce. This position he continued to occupy until his death, which occurred at Springfield, March 27, 1887. Judge Treat's judicial career was one of the longest in the history of the State, covering a period of forty-eight years, of which fourteen were spent upon the Supreme bench, and thirty-two in the position of Judge of the United States District Court.

TREATIES. (See *Greenville, Treaty of; Indian Treaties*.)

TREE, Lambert, jurist, diplomat and ex-Congressman, was born in Washington, D. C., Nov. 29, 1832, of an ancestry distinguished in the War of the Revolution. He received a superior clas-

sical and professional education, and was admitted to the bar, at Washington, in October, 1855. Removing to Chicago soon afterward, his professional career has been chiefly connected with that city. In 1864 he was chosen President of the Law Institute, and served as Judge of the Circuit Court of Cook County, from 1870 to 1875, when he resigned. The three following years he spent in foreign travel, returning to Chicago in 1878. In that year, and again in 1880, he was the Democratic candidate for Congress from the Fourth Illinois District, but was defeated by his Republican opponent. In 1885 he was the candidate of his party for United States Senator, but was defeated by John A. Logan, by one vote. In 1884 he was a member of the National Democratic Convention which first nominated Grover Cleveland, and, in July, 1885, President Cleveland appointed him Minister to Belgium, conferring the Russian mission upon him in September, 1888. On March 3, 1889, he resigned this post and returned home. In 1890 he was appointed by President Harrison a Commissioner to the International Monetary Conference at Washington. The year before he had attended (although not as a delegate) the International Conference, at Brussels, looking to the suppression of the slave-trade, where he exerted all his influence on the side of humanity. In 1892 Belgium conferred upon him the distinction of "Councillor of Honor" upon its commission to the World's Columbian Exposition. In 1896 Judge Tree was one of the most earnest opponents of the free-silver policy, and, after the Spanish-American War, a zealous advocate of the policy of retaining the territory acquired from Spain.

TREMONT, a town of Tazewell County, on the Peoria Division of the Cleveland, Cincinnati, Chicago & St. Louis Railway, 9 miles southeast of Pekin; has two banks, two telephone exchanges, and one newspaper. Pop. (1900), 768.

TRENTON, a town of Clinton County, on the Baltimore & Ohio Southwestern Railway, 31 miles east of St. Louis; in agricultural district; has creamery, milk condensery, two coal mines, six churches, a public school and one newspaper. Pop. (1890), 1,384; (1900), 1,706; (1904), about 2,000.

TROY, a village of Madison County, on the Terre Haute & Indianapolis railroad, 21 miles northeast of St. Louis; has churches, a bank and a newspaper. Pop. (1900), 1,080.

TRUITT, James Madison, lawyer and soldier, a native of Trimble County, Ky., was born Feb. 12, 1842, but lived in Illinois since 1843, his father having settled near Carrollton that year; was

educated at Hillsboro and at McKendree College; enlisted in the One Hundred and Seventeenth Illinois Volunteers in 1862, and was promoted from the ranks to Lieutenant. After the war he studied law with Jesse J. Phillips, now of the Supreme Court, and, in 1872, was elected to the Twenty-eighth General Assembly, and, in 1888, a Presidential Elector on the Republican ticket. Mr. Truitt has been twice a prominent but unsuccessful candidate for the Republican nomination for Attorney-General. His home is at Hillsboro, where he is engaged in the practice of his profession. Died July 26, 1900.

TRUMBULL, Lyman, statesman, was born at Colchester, Conn., Oct. 12, 1813, descended from a historical family, being a grand-nephew of Gov. Jonathan Trumbull, of Connecticut, from whom the name "Brother Jonathan" was derived as an appellation for Americans. Having received an academic education in his native town, at the age of 16 he began teaching a district school near his home, went South four years later, and engaged in teaching at Greenville, Ga. Here he studied law with Judge Hiram Warner, afterwards of the Supreme Court, and was admitted to the bar in 1837. Leaving Georgia the same year, he came to Illinois on horseback, visiting Vandalia, Belleville, Jacksonville, Springfield, Tremont and La Salle, and finally reaching Chicago, then a village of four or five thousand inhabitants. At Jacksonville he obtained a license to practice from Judge Lockwood, and, after visiting Michigan and his native State, he settled at Belleville, which continued to be his home for twenty years. His entrance into public life began with his election as Representative in the General Assembly in 1840. This was followed, in February, 1841, by his appointment by Governor Carlin, Secretary of State, as the successor of Stephen A. Douglas, who, after holding the position only two months, had resigned to accept a seat on the Supreme bench. Here he remained two years, when he was removed by Governor Ford, March 4, 1843, but, five years later (1848), was elected a Justice of the Supreme Court, was re-elected in 1852, but resigned in 1853 on account of impaired health. A year later (1854) he was elected to Congress from the Belleville District as an anti-Nebraska Democrat, but, before taking his seat, was promoted to the United States Senate, as the successor of General Shields in the memorable contest of 1855, which resulted in the defeat of Abraham Lincoln. Senator Trumbull's career of eighteen years in the United States Senate (being re-elected in 1861 and 1867) is one of the most

memorable in the history of that body, covering, as it does, the whole history of the war for the Union, and the period of reconstruction which followed it. During this period, as Chairman of the Senate Committee on Judiciary, he had more to do in shaping legislation on war and reconstruction measures than any other single member of that body. While he disagreed with a large majority of his Republican associates on the question of Andrew Johnson's impeachment, he was always found in sympathy with them on the vital questions affecting the war and restoration of the Union. The Civil Rights Bill and Freedmen's Bureau Bills were shaped by his hand. In 1872 he joined in the "Liberal Republican" movement and afterwards co-operated with the Democratic party, being their candidate for Governor in 1880. From 1863 his home was in Chicago, where, after retiring from the Senate, he continued in the practice of his profession until his death, which occurred in that city, June 25, 1896.

TUG MILLS. These were a sort of primitive machine used in grinding corn in Territorial and early State days. The mechanism consisted of an upright shaft, into the upper end of which were fastened bars, resembling those in the capstan of a ship. Into the outer end of each of these bars was driven a pin. A belt, made of a broad strip of ox-hide, twisted into a sort of rope, was stretched around these pins and wrapped twice around a circular piece of wood called a trundle head, through which passed a perpendicular flat bar of iron, which turned the mill-stone, usually about eighteen inches in diameter. From the upright shaft projected a beam, to which were hitched one or two horses, which furnished the motive power. Oxen were sometimes employed as motive power in lieu of horses. These rudimentary contrivances were capable of grinding about twelve bushels of corn, each, per day.

TULEY, Murray Floyd, lawyer and jurist, was born at Louisville, Ky., March 4, 1827, of English extraction and descended from the early settlers of Virginia. His father died in 1832, and, eleven years later, his mother, having married Col. Richard J. Hamilton, for many years a prominent lawyer of Chicago, removed with her family to that city. Young Tuley began reading law with his step-father and completed his studies at the Louisville Law Institute in 1847, the same year being admitted to the bar in Chicago. About the same time he enlisted in the Fifth Illinois Volunteers for service in the Mexican War, and was commissioned First Lieutenant. The war having ended, he settled at Santa Fe, N. M., where he

practiced law, also served as Attorney-General and in the Territorial Legislature. Returning to Chicago in 1854, he was associated in practice, successively, with Andrew Harvie, Judge Gary and J. N. Barker, and finally as head of the firm of Tuley, Stiles & Lewis. From 1869 to 1873 he was Corporation Counsel, and during this time framed the General Incorporation Act for Cities, under which the City of Chicago was reincorporated. In 1879 he was elevated to the bench of the Circuit Court of Cook County, and re-elected every six years thereafter, his last election being in 1897. He is now serving his fourth term, some ten years of his incumbency having been spent in the capacity of Chief Justice.

TUNNICLIFFE, Damon G., lawyer and jurist, was born in Herkimer County, N. Y., August 20, 1829; at the age of 20, emigrated to Illinois, settling in Vermont, Fulton County, where, for a time, he was engaged in mercantile pursuits. He subsequently studied law, and was admitted to the bar in 1853. In 1854 he established himself at Macomb, McDonough County, where he built up a large and lucrative practice. In 1868 he was chosen Presidential Elector on the Republican ticket, and, from February to June, 1885, by appointment of Governor Oglesby, occupied a seat on the bench of the Supreme Court, vice Pinkney H. Walker, deceased, who had been one of his first professional preceptors.

TURCHIN, John Basil (Ivan Vasilevitch Turchinoff), soldier, engineer and author, was born in Russia, Jan. 30, 1822. He graduated from the artillery school at St. Petersburg, in 1841, and was commissioned ensign; participated in the Hungarian campaign of 1849, and, in 1852, was assigned to the staff of the Imperial Guards; served through the Crimean War, rising to the rank of Colonel, and being made senior staff officer of the active corps. In 1856 he came to this country, settling in Chicago, and, for five years, was in the service of the Illinois Central Railway Company as topographical engineer. In 1861 he was commissioned Colonel of the Nineteenth Illinois Volunteers, and, after leading his regiment in Missouri, Kentucky and Alabama, was, on July 7, 1862, promoted to a Brigadier-Generalship, being attached to the Army of the Cumberland until 1864, when he resigned. After the war he was, for six years, solicitor of patents at Chicago, but, in 1873, returned to engineering. In 1879 he established a Polish colony at Radom, in Washington County, in this State, and settled as a farmer. He is an occasional contributor to the press, writing usually on military or scientific

subjects, and is the author of the "Campaign and Battle of Chickamauga" (Chicago, 1888).

TURNER (now **WEST CHICAGO**), a town and manufacturing center in Winfield Township, Du Page County, 30 miles west of Chicago, at the junction of two divisions of the Chicago, Burlington & Quincy, the Elgin, Joliet & Eastern and the Chicago & Northwestern Railroads. The town has a rolling-mill, manufactories of wagons and pumps, and railroad repair shops. It also has five churches, a graded school, and two newspapers. Pop. (1900), 1,877; with suburb, 2,270.

TURNER, (Col.) Henry L., soldier and real-estate operator, was born at Oberlin, Ohio, August 26, 1845, and received a part of his education in the college there. During the Civil War he served as First Lieutenant in the One Hundred and Fiftieth Ohio Volunteers, and later, with the same rank in a colored regiment, taking part in the operations about Richmond, the capture of Fort Fisher, of Wilmington and of Gen. Joe Johnston's army. Coming to Chicago after the close of the war, he became connected with the business office of "The Advance," but later was employed in the banking house of Jay Cooke & Co., in Philadelphia. On the failure of that concern, in 1872, he returned to Chicago and bought "The Advance," which he conducted some two years, when he sold out and engaged in the real estate business, with which he has since been identified—being President of the Chicago Real Estate Board in 1888. He has also been President of the Western Publishing Company and a Trustee of Oberlin College. Colonel Turner is an enthusiastic member of the Illinois National Guard and, on the declaration of war between the United States and Spain, in April, 1898, promptly resumed his connection with the First Regiment of the Guard, and finally led it to Santiago de Cuba during the fighting there—his regiment being the only one from Illinois to see actual service in the field during the progress of the war. Colonel Turner won the admiration of his command and the entire nation by the manner in which he discharged his duty. The regiment was mustered out at Chicago, Nov. 17, 1898, when he retired to private life.

TURNER, John Bice, Railway President, was born at Colchester, Delaware County, N. Y., Jan. 14, 1799; after a brief business career in his native State, he became identified with the construction and operation of railroads. Among the works with which he was thus connected, were the Delaware Division of the New York & Erie and the Troy & Schenectady Roads. In 1843 he

came to Chicago, having previously purchased a large body of land at Blue Island. In 1847 he joined with W. B. Ogden and others, in resuscitating the Galena & Chicago Union Railway, which had been incorporated in 1836. He became President of the Company in 1850, and assisted in constructing various sections of road in Northern Illinois and Wisconsin, which have since become portions of the Chicago & Northwestern system. He was also one of the original Directors of the North Side Street Railway Company, organized in 1859. Died, Feb. 26, 1871.

TURNER, Jonathan Baldwin, educator and agriculturist, was born in Templeton, Mass., Dec. 7, 1805; grew up on a farm and, before reaching his majority, began teaching in a country school. After spending a short time in an academy at Salem, in 1827 he entered the preparatory department of Yale College, supporting himself, in part, by manual labor and teaching in a gymnasium. In 1829 he matriculated in the classical department at Yale, graduated in 1833, and the same year accepted a position as tutor in Illinois College at Jacksonville, Ill., which had been opened, three years previous, by the late Dr. J. M. Sturtevant. In the next fourteen years he gave instruction in nearly every branch embraced in the college curriculum, though holding, during most of this period, the chair of Rhetoric and English Literature. In 1847 he retired from college duties to give attention to scientific agriculture, in which he had always manifested a deep interest. The cultivation and sale of the Osage orange as a hedge-plant now occupied his attention for many years, and its successful introduction in Illinois and other Western States—where the absence of timber rendered some substitute a necessity for fencing purposes—was largely due to his efforts. At the same time he took a deep interest in the cause of practical scientific education for the industrial classes, and, about 1850, began formulating that system of industrial education which, after twelve years of labor and agitation, he had the satisfaction of seeing recognized in the act adopted by Congress, and approved by President Lincoln, in July, 1862, making liberal donations of public lands for the establishment of "Industrial Colleges" in the several States, out of which grew the University of Illinois at Champaign. While Professor Turner had zealous collaborators in this field, in Illinois and elsewhere, to him, more than to any other single man in the Nation, belongs the credit for this magnificent achievement. (See *Education*, and *University of Illinois*.) He was also one of

the chief factors in founding and building up the Illinois State Teachers' Association, and the State Agricultural and Horticultural Societies. His address on "The Millennium of Labor," delivered at the first State Agricultural Fair at Springfield, in 1853, is still remembered as marking an era in industrial progress in Illinois. A zealous champion of free thought, in both political and religious affairs, he long bore the reproach which attached to the radical Abolitionist, only to enjoy, in later years, the respect universally accorded to those who had the courage and independence to avow their honest convictions. Prof. Turner was twice an unsuccessful candidate for Congress—once as a Republican and once as an "Independent"—and wrote much on political, religious and educational topics. The evening of an honored and useful life was spent among friends in Jacksonville, which was his home for more than sixty years, his death taking place in that city, Jan. 10, 1899, at the advanced age of 93 years.—**Mrs. Mary Turner Carriel**, at the present time (1899) one of the Trustees of the University of Illinois, is Prof. Turner's only daughter.

TURNER, Thomas J., lawyer and Congressman, born in Trumbull County, Ohio, April 5, 1815. Leaving home at the age of 18, he spent three years in Indiana and in the mining districts about Galena and in Southern Wisconsin, locating in Stephenson County, in 1836, where he was admitted to the bar in 1840, and elected Probate Judge in 1841. Soon afterwards Governor Ford appointed him Prosecuting Attorney, in which capacity he secured the conviction and punishment of the murderers of Colonel Davenport. In 1846 he was elected to Congress as a Democrat, and, the following year, founded "The Prairie Democrat" (afterward "The Freeport Bulletin"), the first newspaper published in the county. Elected to the Legislature in 1854, he was chosen Speaker of the House, the next year becoming the first Mayor of Freeport. He was a member of the Peace Conference of 1861, and, in May of that year, was commissioned, by Governor Yates, Colonel of the Fifteenth Illinois Volunteers, but resigned in 1862. He served as a member of the Constitutional Convention of 1869-70, and, in 1871, was again elected to the Legislature, where he received the Democratic caucus nomination for United States Senator against General Logan. In 1871 he removed to Chicago, and was twice an unsuccessful candidate for the office of State's Attorney. In February, 1874, he went to Hot Springs, Ark., for medical treatment, and died there, April 3 following.

TUSCOLA, a city and the county-seat of Douglas County, located at the intersection of the Illinois Central and two other trunk lines of railway, 22 miles south of Champaign, and 36 miles east of Decatur. Besides a brick court-house it has five churches, a graded school, a national bank, two weekly newspapers and two establishments for the manufacture of carriages and wagons. Population (1880), 1,457; (1890), 1,897; (1900), 2,569.

TUSCOLA, CHARLESTON & VINCENNES RAILROAD. (See *Toledo, St. Louis & Kansas City Railroad.*)

TUTHILL, Richard Stanley, jurist, was born at Vergennes, Jackson County, Ill., Nov. 10, 1841. After passing through the common schools of his native county, he took a preparatory course in a high school at St. Louis and in Illinois College, Jacksonville, when he entered Middlebury College, Vt., graduating there in 1863. Immediately thereafter he joined the Federal army at Vicksburg, and, after serving for some time in a company of scouts attached to General Logan's command, was commissioned a Lieutenant in the First Michigan Light Artillery, with which he served until the close of the war, meanwhile being twice promoted. During this time he was with General Sherman in the march to Meridian, and in the Atlanta campaign, also took part with General Thomas in the operations against the rebel General Hood in Tennessee, and in the battle of Nashville. Having resigned his commission in May, 1865, he took up the study of law, which he had prosecuted as he had opportunity while in the army, and was admitted to the bar at Nashville in 1866, afterwards serving for a time as Prosecuting Attorney on the Nashville circuit. In 1873 he removed to Chicago, two years later was elected City Attorney and re-elected in 1877; was a delegate to the Republican National Convention of 1880 and, in 1884, was appointed United States District Attorney for the Northern District, serving until 1886. In 1887 he was elected Judge of the Circuit Court of Cook County to fill the vacancy caused by the death of Judge Rogers, was re-elected for a full term in 1891, and again in 1897.

TYNDALE, Sharon, Secretary of State, born in Philadelphia, Pa., Jan. 19, 1816; at the age of 17 came to Belleville, Ill., and was engaged for a time in mercantile business, later being employed in a surveyor's corps under the internal improvement system of 1837. Having married in 1839, he returned soon after to Philadelphia, where he engaged in mercantile business with his father;

then came to Illinois, a second time, in 1845, spending a year or two in business at Peoria. About 1847 he returned to Belleville and entered upon a course of mathematical study, with a view to fitting himself more thoroughly for the profession of a civil engineer. In 1851 he graduated in engineering at Cambridge, Mass., after which he was employed for a time on the Sunbury & Erie Railroad, and later on certain Illinois railroads. In 1857 he was elected County Surveyor of St. Clair County, and, in 1861, by appointment of President Lincoln, became Postmaster of the city of Belleville. He held this position until 1864, when he received the Republican nomination for Secretary of State and was elected, remaining in office four years. He was an earnest advocate, and virtually author, of the first act for the registration of voters in Illinois, passed at the session of 1865. After retiring from office in 1869, he continued to reside in Springfield, and was employed for a time in the survey of the Gilman, Clinton & Springfield Railway—now the Springfield Division of the Illinois Central. At an early hour on the morning of April 29, 1871, while going from his home to the railroad station at Springfield, to take the train for St. Louis, he was assassinated upon the street by shooting, as supposed for the purpose of robbery—his dead body being found a few hours later at the scene of the tragedy. Mr. Tyndale was a brother of Gen. Hector Tyndale of Pennsylvania, who won a high reputation by his services during the war. His second wife, who survived him, was a daughter of Shadrach Penn, an editor of considerable reputation who was the contemporary and rival of George D. Prentice at Louisville, for some years.

"UNDERGROUND RAILROAD," THE. A history of Illinois would be incomplete without reference to the unique system which existed there, as in other Northern States, from forty to seventy years ago, known by the somewhat mysterious title of "The Underground Railroad." The origin of the term has been traced (probably in a spirit of facetiousness) to the expression of a Kentucky planter who, having pursued a fugitive slave across the Ohio River, was so surprised by his sudden disappearance, as soon as he had reached the opposite shore, that he was led to remark, "The nigger must have gone off on an underground road." From "underground road" to "underground railroad," the transition would appear to have been easy, especially in view of the increased facility with which the work was performed when railroads came into use. For

readers of the present generation, it may be well to explain what "The Underground Railroad" really was. It may be defined as the figurative appellation for a spontaneous movement in the free States—extending, sometimes, into the slave States themselves—to assist slaves in their efforts to escape from bondage to freedom. The movement dates back to a period close to the Revolutionary War, long before it received a definite name. Assistance given to fugitives from one State by citizens of another, became a cause of complaint almost as soon as the Government was organized. In fact, the first President himself lost a slave who took refuge at Portsmouth, N. H., where the public sentiment was so strong against his return, that the patriotic and philosophic "Father of his Country" chose to let him remain unmolested, rather than "excite a mob or riot, or even uneasy sensations, in the minds of well-disposed citizens." That the matter was already one of concern in the minds of slaveholders, is shown by the fact that a provision was inserted in the Constitution for their conciliation, guaranteeing the return of fugitives from labor, as well as from justice, from one State to another.

In 1793 Congress passed the first Fugitive Slave Law, which was signed by President Washington. This law provided that the owner, his agent or attorney, might follow the slave into any State or Territory, and, upon oath or affidavit before a court or magistrate, be entitled to a warrant for his return. Any person who should hinder the arrest of the fugitive, or who should harbor, aid or assist him, knowing him to be such, was subject to a fine of \$500 for each offense.—In 1850, fifty-seven years later, the first act having proved inefficacious, or conditions having changed, a second and more stringent law was enacted. This is the one usually referred to in discussions of the subject. It provided for an increased fine, not to exceed \$1,000, and imprisonment not exceeding six months, with liability for civil damages to the party injured. No proof of ownership was required beyond the statement of a claimant, and the accused was not permitted to testify for himself. The fee of the United States Commissioner, before whom the case was tried, was ten dollars if he found for the claimant; if not, five dollars. This seemed to many an indirect form of bribery; clearly, it made it to the Judge's pecuniary advantage to decide in favor of the claimant. The law made it possible and easy for a white man to arrest, and carry into slavery, any free negro who could

not immediately prove, by other witnesses, that he was born free, or had purchased his freedom.

Instead of discouraging the disposition, on the part of the opponents of slavery, to aid fugitives in their efforts to reach a region where they would be secure in their freedom, the effect of the Fugitive Slave Law of 1850 (as that of 1793 had been in a smaller degree) was the very opposite of that intended by its authors—unless, indeed, they meant to make matters worse. The provisions of the act seemed, to many people, so unfair, so one-sided, that they rebelled in spirit and refused to be made parties to its enforcement. The law aroused the anti-slavery sentiment of the North, and stimulated the active friends of the fugitives to take greater risks in their behalf. New efforts on the part of the slaveholders were met by a determination to evade, hinder and nullify the law.

And here a strange anomaly is presented. The slaveholder, in attempting to recover his slave, was acting within his constitutional and legal rights. The slave was his property in law. He had purchased or inherited his bondman on the same plane with his horse or his land, and, apart from the right to hold a human being in bondage, regarded his legal rights to the one as good as the other. From a legal standpoint his position was impregnable. The slave was his, representing so much of money value, and whoever was instrumental in the loss of that slave was, both theoretically and technically, a partner in robbery. Therefore he looked on "The Underground Railway" as the work of thieves, and entertained bitter hatred toward all concerned in its operation. On the other hand, men who were, in all other respects, good citizens—often religiously devout and pillars of the church—became bold and flagrant violators of the law in relation to this sort of property. They set at nought a plain provision of the Constitution and the act of Congress for its enforcement. Without hope of personal gain or reward, at the risk of fine and imprisonment, with the certainty of social ostracism and bitter opposition, they harbored the fugitive and helped him forward on every occasion. And why? Because they saw in him a man, with the same inherent right to "life, liberty and the pursuit of happiness" that they themselves possessed. To them this was a higher law than any Legislature, State or National, could enact. They denied that there could be truly such a thing as property in man. Believing that the law violated human rights, they justified themselves in rendering it null and void.

For the most part, the "Underground Railroad" operators and promoters were plain, obscure men, without hope of fame or desire for notoriety. Yet there were some whose names are conspicuous in history, such as Wendell Phillips, Thomas Wentworth Higginson and Theodore Parker of Massachusetts; Gerrit Smith and Thurlow Weed of New York; Joshua R. Giddings of Ohio, and Owen Lovejoy of Illinois. These had their followers and sympathizers in all the Northern States, and even in some portions of the South. It is a curious fact, that some of the most active spirits connected with the "Underground Railroad" were natives of the South, or had resided there long enough to become thoroughly acquainted with the "institution." Levi Coffin, who had the reputation of being the "President of the Underground Railroad"—at least so far as the region west of the Ohio was concerned—was an active operator on the line in North Carolina before his removal from that State to Indiana in 1826. Indeed, as a system, it is claimed to have had its origin at Guilford College, in the "Old North State" in 1819, though the evidence of this may not be conclusive.

Owing to the peculiar nature of their business, no official reports were made, no lists of officers, conductors, station agents or operators preserved, and few records kept which are now accessible. Consequently, we are dependent chiefly upon the personal recollection of individual operators for a history of their transactions. Each station on the road was the house of a "friend" and it is significant, in this connection, that in every settlement of Friends, or Quakers, there was sure to be a house of refuge for the slave. For this reason it was, perhaps, that one of the most frequently traveled lines extended from Virginia and Maryland through Eastern Pennsylvania, and then on towards New York or directly to Canada. From the proximity of Ohio to Virginia and Kentucky, and the fact that it offered the shortest route through free soil to Canada, it was traversed by more lines than any other State, although Indiana was pretty thoroughly "grid-ironed" by roads to freedom. In all, however, the routes were irregular, often zigzag, for purposes of security, and the "conductor" was any one who conveyed fugitives from one station to another. The "train" was sometimes a farm-wagon, loaded with produce for market at some town (or depot) on the line, frequently a closed carriage, and it is related that once, in Ohio, a number of carriages conveying

a large party, were made to represent a funeral procession. Occasionally the train ran on foot, for convenience of side-tracking into the woods or a cornfield, in case of pursuit by a wild locomotive.

Then, again, there were not wanting lawyers who, in case the operator, conductor or station agent got into trouble, were ready, without fee or reward, to defend either him or his human freight in the courts. These included such names of national repute as Salmon P. Chase, Thaddeus Stevens, Charles Sumner, William H. Seward, Rutherford B. Hayes, Richard H. Dana, and Isaac N. Arnold, while, taking the whole country over, their "name was legion." And there were a few men of wealth, like Thomas Garrett of Delaware, willing to contribute money by thousands to their assistance. Although technically acting in violation of law—or, as claimed by themselves, in obedience to a "higher law"—the time has already come when there is a disposition to look upon the actors as, in a certain sense, heroes, and their deeds as fitly belonging to the field of romance.

The most comprehensive collection of material relating to the history of this movement has been furnished in a recent volume entitled, "The Underground Railroad from Slavery to Freedom," by Prof. Wilbur H. Siebert, of Ohio State University; and, while it is not wholly free from errors, both as to individual names and facts, it will probably remain as the best compilation of history bearing on this subject—especially as the principal actors are fast passing away. One of the interesting features of Prof. Siebert's book is a map purporting to give the principal routes and stations in the States northwest of the Ohio, yet the accuracy of this, as well as the correctness of personal names given, has been questioned by some best informed on the subject. As might be expected from its geographical position between two slave States—Kentucky and Missouri—on the one hand, and the lakes offering a highway to Canada on the other, it is naturally to be assumed that Illinois would be an attractive field, both for the fugitive and his sympathizer.

The period of greatest activity of the system in this State was between 1840 and 1861—the latter being the year when the pro-slavery party in the South, by their attempt forcibly to dissolve the Union, took the business out of the hands of the secret agents of the "Underground Railroad," and—in a certain sense—placed it in the hands of the Union armies. It was in 1841 that Abra-

ham Lincoln—then a conservative opponent of the extension of slavery—on an appeal from a judgment, rendered by the Circuit Court in Tazewell County, in favor of the holder of a note given for the service of the indentured slave-girl "Nance," obtained a decision from the Supreme Court of Illinois upholding the doctrine that the girl was free under the Ordinance of 1787 and the State Constitution, and that the note, given to the person who claimed to be her owner, was void. And it is a somewhat curious coincidence that the same Abraham Lincoln, as President of the United States, in the second year of the War of the Rebellion, issued the Proclamation of Emancipation which finally resulted in striking the shackles from the limbs of every slave in the Union.

In the practical operation of aiding fugitives in Illinois, it was natural that the towns along the border upon the Ohio and Mississippi Rivers, should have served as a sort of entrepôts, or initial stations, for the reception of this class of freight—especially if adjacent to some anti-slavery community. This was the case at Chester, from which access was easy to Sparta, where a colony of Covenanters, or Seceders, was located, and whence a route extended, by way of Oakdale, Nashville and Centralia, in the direction of Chicago. Alton offered convenient access to Bond County, where there was a community of anti-slavery people at an early day, or the fugitives could be forwarded northward by way of Jerseyville, Waverly and Jacksonville, about each of which there was a strong anti-slavery sentiment. Quincy, in spite of an intense hostility among the mass of the community to anything savoring of abolitionism, became the theater of great activity on the part of the opponents of the institution, especially after the advent there of Dr. David Nelson and Dr. Richard Eells, both of whom had rendered themselves obnoxious to the people of Missouri by extending aid to fugitives. The former was a practical abolitionist who, having freed his slaves in his native State of Virginia, removed to Missouri and attempted to establish Marion College, a few miles from Palmyra, but was soon driven to Illinois. Locating near Quincy, he founded the "Mission Institute" there, at which he continued to disseminate his anti-slavery views, while educating young men for missionary work. The "Institute" was finally burned by emissaries from Missouri, while three young men who had been connected with it, having been caught in Missouri, were condemned to twelve years' confine-

ment in the penitentiary of that State—partly on the testimony of a negro, although a negro was not then a legal witness in the courts against a white man. Dr. Eells was prosecuted before Stephen A. Douglas (then a Judge of the Circuit Court), and fined for aiding a fugitive to escape, and the judgment against him was finally confirmed by the Supreme Court after his death, in 1852, ten years after the original indictment.

A map in Professor Siebert's book, showing the routes and principal stations of the "Underground Railroad," makes mention of the following places in Illinois, in addition to those already referred to: Carlinville, in Macoupin County; Payson and Mendon, in Adams; Washington, in Tazewell; Metamora, in Woodford; Magnolia, in Putnam; Galesburg, in Knox; Princeton (the home of Owen Lovejoy and the Bryants), in Bureau; and many more. Ottawa appears to have been the meeting point of a number of lines, as well as the home of a strong colony of practical abolitionists. Cairo also became an important transfer station for fugitives arriving by river, after the completion of the Illinois Central Railroad, especially as it offered the speediest way of reaching Chicago, towards which nearly all the lines converged. It was here that the fugitives could be most safely disposed of by placing them upon vessels, which, without stopping at intermediate ports, could soon land them on Canadian soil.

As to methods, these differed according to circumstances, the emergencies of the occasion, or the taste, convenience or resources of the operator. Deacon Levi Morse, of Woodford County, near Metamora, had a route towards Magnolia, Putnam County; and his favorite "car" was a farm wagon in which there was a double bottom. The passengers were snugly placed below, and grain sacks, filled with bran or other light material, were laid over, so that the whole presented the appearance of an ordinary load of grain on its way to market. The same was true as to stations and routes. One, who was an operator, says: "Wherever an abolitionist happened on a fugitive, or the converse, there was a station, for the time, and the route was to the next anti-slavery man to the east or the north. As a general rule, the agent preferred not to know anything beyond the operation of his own immediate section of the road. If he knew nothing about the operations of another, and the other knew nothing of his, they could not be witnesses in court.

We have it on the authority of Judge Harvey B. Hurd, of Chicago, that runaways were usually

forwarded from that city to Canada by way of the Lakes, there being several steamers available for that purpose. On one occasion thirteen were put aboard a vessel under the eyes of a United States Marshal and his deputies. The fugitives, secreted in a woodshed, one by one took the places of colored stevedores carrying wood aboard the ship. Possibly the term, "There's a nigger in the woodpile," may have originated in this incident. Thirteen was an "unlucky number" in this instance—for the masters.

Among the notable trials for assisting runaways in violation of the Fugitive Slave Law, in addition to the case of Dr. Eells, already mentioned, were those of Owen Lovejoy of Princeton, and Deacon Cushing of Will County, both of whom were defended by Judge James Collins of Chicago. John Hossack and Dr. Joseph Stout of Ottawa, with some half-dozen of their neighbors and friends, were tried at Ottawa, in 1859, for assisting a fugitive and acquitted on a technicality. A strong array of attorneys, afterwards widely known through the northern part of the State, appeared for the defense, including Isaac N. Arnold, Joseph Knox, B. C. Cook, J. V. Eustace, Edward S. Leland and E. C. Larned. Joseph T. Morse, of Woodford County, was also arrested, taken to Peoria and committed to jail, but acquitted on trial.

Another noteworthy case was that of Dr. Samuel Willard (now of Chicago) and his father, Julius A. Willard, charged with assisting in the escape of a fugitive at Jacksonville, in 1843, when the Doctor was a student in Illinois College. "The National Corporation Reporter," a few years ago, gave an account of this affair, together with a letter from Dr. Willard, in which he states that, after protracted litigation, during which the case was carried to the Supreme Court, it was ended by his pleading guilty before Judge Samuel D. Lockwood, when he was fined one dollar and costs—the latter amounting to twenty dollars. The Doctor frankly adds: "My father, as well as myself, helped many fugitives afterwards." It did not always happen, however, that offenders escaped so easily.

Judge Harvey B. Hurd, already referred to, and an active anti-slavery man in the days of the Fugitive Slave Law, relates the following: Once, when the trial of a fugitive was going on before Justice Kercheval, in a room on the second floor of a two-story frame building on Clark Street in the city of Chicago, the crowd in attendance filled the room, the stairway and the adjoining sidewalk. In some way the prisoner got mixed

in with the audience, and passed down over the heads of those on the stairs, where the officers were unable to follow.

In another case, tried before United States Commissioner Geo. W. Meeker, the result was made to hinge upon a point in the indictment to the effect that the fugitive was "copper-colored." The Commissioner, as the story goes, being inclined to favor public sentiment, called for a large copper cent, that he might make comparison. The decision was, that the prisoner was "off color," so to speak, and he was hustled out of the room before the officers could re-arrest him, as they had been instructed to do.

Dr. Samuel Willard, in a review of Professor Siebert's book, published in "The Dial" of Chicago, makes mention of Henry Irving and William Chauncey Carter as among his active allies at Jacksonville, with Rev. Bilious Pond and Deacon Lyman of Farmington (near the present village of Farmingdale in Sangamon County), Luther Ransom of Springfield, Andrew Borders of Randolph County, Joseph Gerrish of Jersey and William T. Allan of Henry, as their coadjutors in other parts of the State. Other active agents or promoters, in the same field, included such names as Dr. Charles V. Dyer, Philo Carpenter, Calvin De Wolf, L. C. P. Freer, Zebina Eastman, James H. Collins, Harvey B. Hurd, J. Young Scammon, Col. J. F. Farnsworth and others of Chicago, whose names have already been mentioned; Rev. Asa Turner, Deacon Ballard, J. K. Van Dorn and Erastus Benton, of Quincy and Adams County; President Rufus Blanchard of Knox College, Galesburg; John Leeper of Bond; the late Prof. J. B. Turner and Elihu Wolcott of Jacksonville; Capt. Parker Morse and his four sons—Joseph T., Levi P., Parker, Jr., and Mark—of Woodford County; Rev. William Sloane of Randolph; William Strawn of La Salle, besides a host who were willing to aid their fellow men in their aspirations to freedom, without advertising their own exploits.

Among the incidents of "Underground Railroad" in Illinois is one which had some importance politically, having for its climax a dramatic scene in Congress, but of which, so far as known, no full account has ever been written. About 1855, Ephraim Lombard, a Mississippi planter, but a New Englander by birth, purchased a large body of prairie land in the northeastern part of Stark County, and, taking up his residence temporarily in the village of Bradford, began its improvement. He had brought with him from Mississippi a negro, gray-haired and bent with age, a slave

of probably no great value. "Old Mose," as he was called, soon came to be well known and a favorite in the neighborhood. Lombard boldly stated that he had brought him there as a slave; that, by virtue of the Dred Scott decision (then of recent date), he had a constitutional right to take his slaves wherever he pleased, and that "Old Mose" was just as much his property in Illinois as in Mississippi. It soon became evident to some, that his bringing of the negro to Illinois was an experiment to test the law and the feelings of the Northern people. This being the case, a shrewd play would have been to let him have his way till other slaves should have been brought to stock the new plantation. But this was too slow a process for the abolitionists, to whom the holding of a slave in the free State of Illinois appeared an unbearable outrage. It was feared that he might take the old negro back to Mississippi and fail to bring any others. It was reported, also, that "Old Mose" was ill-treated; that he was given only the coarsest food in a back shed, as if he were a horse or a dog, instead of being permitted to eat at table with the family. The prairie citizen of that time was very particular upon this point of etiquette. The hired man or woman, debarred from the table of his or her employer, would not have remained a day. A quiet consultation with "Old Mose" revealed the fact that he would hail the gift of freedom joyously. Accordingly, one Peter Risedorf, and another equally daring, met him by the light of the stars and, before morning, he was placed in the care of Owen Lovejoy, at Princeton, twenty miles away. From there he was speedily "franked" by the member of Congress to friends in Canada.

There was a great commotion in Bradford over the "stealing" of "Old Mose." Lombard and his friends denounced the act in terms bitter and profane, and threatened vengeance upon the perpetrators. The conductors were known only to a few, and they kept their secret well. Lovejoy's part in the affair, however, soon leaked out. Lombard returned to Mississippi, where he related his experiences to Mr. Singleton, the Representative in Congress from his district. During the next session of Congress, Singleton took occasion, in a speech, to sneer at Lovejoy as a "nigger-stealer," citing the case of "Old Mose." Mr. Lovejoy replied in his usual fervid and dramatic style, making a speech which ensured his election to Congress for life—"Is it desired to call attention to this fact of my assisting fugitive slaves?" he said. "Owen Lovejoy lives at Prince-

ton, Ill., three-quarters of a mile east of the village, and he aids every slave that comes to his door and asks it. Thou invisible Demon of Slavery, dost thou think to cross my humble threshold and forbid me to give bread to the hungry and shelter to the homeless? I bid you defiance, in the name of my God!"

With another incident of an amusing character this article may be closed: Hon. J. Young Scammon, of Chicago, being accused of conniving at the escape of a slave from officers of the law, was asked by the court what he would do if summoned as one of a posse to pursue and capture a fugitive. "I would certainly obey the summons," he replied, "but—I should probably stub my toe and fall down before I reached him."

NOTE.—Those who wish to pursue the subject of the "Underground Railroad" in Illinois further, are referred to the work of Dr. Siebert, already mentioned, and to the various County Histories which have been issued and may be found in the public libraries; also for interesting incidents, to "Reminiscences of Levi Coffin," Johnson's "From Dixie to Canada," Petit's Sketches, "Still, Underground Railroad," and a pamphlet of the same title by James H. Fairchild, ex-President of Oberlin College.

UNDERWOOD, William H., lawyer, legislator and jurist, was born at Schoharie Court House, N. Y., Feb. 21, 1818, and, after admission to the bar, removed to Belleville, Ill., where he began practice in 1840. The following year he was elected State's Attorney, and re-elected in 1843. In 1846 he was chosen a member of the lower house of the General Assembly, and, in 1848-54, sat as Judge of the Second Circuit. During this period he declined a nomination to Congress, although equivalent to an election. In 1856 he was elected State Senator, and re-elected in 1860. He was a member of the Constitutional Convention of 1869-70, and, in 1870, was again elected to the Senate, retiring to private life in 1872. Died, Sept. 23, 1875.

UNION COUNTY, one of the fifteen counties into which Illinois was divided at the time of its admission as a State—having been organized, under the Territorial Government, in January, 1818. It is situated in the southern division of the State, bounded on the west by the Mississippi River, and has an area of 400 square miles. The eastern and interior portions are drained by the Cache River and Clear Creek. The western part of the county comprises the broad, rich bottom lands lying along the Mississippi, but is subject to frequent overflow, while the eastern portion is hilly, and most of its area originally heavily timbered. The county is especially rich in minerals. Iron-ore, lead, bituminous coal, chalk, alum and

potter's clay are found in considerable abundance. Several lines of railway (the most important being the Illinois Central) either cross or tap the county. The chief occupation is agriculture, although manufacturing is carried on to a limited extent. Fruit is extensively cultivated. Jonesboro is the county-seat, and Cobden and Anna important shipping stations. The latter is the location of the Southern Hospital for the Insane. The population of the county, in 1890, was 21,529. Being next to St. Clair, Randolph and Gallatin, one of the earliest settled counties in the State, many prominent men found their first home, on coming into the State, at Jonesboro, and this region, for a time, exerted a strong influence in public affairs. Pop. (1900), 22,610.

UNION LEAGUE OF AMERICA, a secret political and patriotic order which had its origin early in the late Civil War, for the avowed purpose of sustaining the cause of the Union and counteracting the machinations of the secret organizations designed to promote the success of the Rebellion. The first regular Council of the order was organized at Pekin, Tazewell County, June 25, 1862, consisting of eleven members, as follows: John W. Glasgow, Dr. D. A. Cheever, Hart Montgomery, Maj. Richard N. Cullom (father of Senator Cullom), Alexander Small, Rev. J. W. M. Vernon, George H. Harlow (afterward Secretary of State), Charles Turner, Col. Jonathan Merriam, Henry Pratt and L. F. Garrett. One of the number was a Union refugee from Tennessee, who dictated the first oath from memory, as administered to members of a somewhat similar order which had been organized among the Unionists of his own State. It solemnly pledged the taker, (1) to preserve inviolate the secrets and business of the order; (2) to "support, maintain, protect and defend the civil liberties of the Union of these United States against all enemies, either domestic or foreign, at all times and under all circumstances," even "if necessary, to the sacrifice of life"; (3) to aid in electing only true Union men to offices of trust in the town, county, State and General Government; (4) to assist, protect and defend any member of the order who might be in peril from his connection with the order, and (5) to obey all laws, rules or regulations of any Council to which the taker of the oath might be attached. The oath was taken upon the Bible, the Declaration of Independence and Constitution of the United States, the taker pledging his sacred honor to its fulfillment. A special reason for the organization existed in the activity, about this

time, of the "Knights of the Golden Circle," a disloyal organization which had been introduced from the South, and which afterwards took the name, in the North, of "American Knights" and "Sons of Liberty." (See *Secret Treasonable Societies*.) Three months later, the organization had extended to a number of other counties of the State and, on the 25th of September following, the first State Council met at Bloomington—twelve counties being represented—and a State organization was effected. At this meeting the following general officers were chosen: Grand President—Judge Mark Bangs, of Marshall County (now of Chicago); Grand Vice-President—Prof. Daniel Wilkin, of McLean; Grand Secretary—George H. Harlow, of Tazewell; Grand Treasurer—H. S. Austin, of Peoria, Grand Marshal—J. R. Gorin, of Macon; Grand Herald—A. Gould, of Henry; Grand Sentinel—John E. Rosette, of Sangamon. An Executive Committee was also appointed, consisting of Joseph Medill of "The Chicago Tribune"; Dr. A. J. McFarland, of Morgan County; J. K. Warren, of Macon; Rev. J. C. Rybolt, of La Salle; the President, Judge Bangs; Enoch Emery, of Peoria; and John E. Rosette. Under the direction of this Committee, with Mr. Medill as its Chairman, the constitution and by-laws were thoroughly revised and a new ritual adopted, which materially changed the phraseology and removed some of the crudities of the original obligation, as well as increased the beauty and impressiveness of the initiatory ceremonies. New signs, grips and pass-words were also adopted, which were finally accepted by the various organizations of the order throughout the Union, which, by this time, included many soldiers in the army, as well as civilians. The second Grand (or State) Council was held at Springfield, January 14, 1863, with only seven counties represented. The limited representation was discouraging, but the members took heart from the inspiring words of Governor Yates, addressed to a committee of the order who waited upon him. At a special session of the Executive Committee, held at Peoria, six days later, a vigorous campaign was mapped out, under which agents were sent into nearly every county in the State. In October, 1862, the strength of the order in Illinois was estimated at three to five thousand; a few months later, the number of enrolled members had increased to 50,000—so rapid had been the growth of the order. On March 25, 1863, a Grand Council met in Chicago—404 Councils in Illinois being represented, with

a number from Ohio, Indiana, Michigan, Wisconsin, Iowa and Minnesota. At this meeting a Committee was appointed to prepare a plan of organization for a National Grand Council, which was carried out at Cleveland, Ohio, on the 20th of May following—the constitution, ritual and signs of the Illinois organization being adopted with slight modifications. The revised obligation—taken upon the Bible, the Declaration of Independence and the Constitution of the United States—bound members of the League to “support, protect and defend the Government of the United States and the flag thereof, against all enemies, foreign and domestic,” and to “bear true faith and allegiance to the same”; to “defend the State against invasion or insurrection”; to support only “true and reliable men” for offices of trust and profit; to protect and defend worthy members, and to preserve inviolate the secrets of the order. The address to new members was a model of impressiveness and a powerful appeal to their patriotism. The organization extended rapidly, not only throughout the Northwest, but in the South also, especially in the army. In 1864 the number of Councils in Illinois was estimated at 1,300, with a membership of 175,000; and it is estimated that the total membership, throughout the Union, was 2,000,000. The influence of the silent, but zealous and effective, operations of the organization, was shown, not only in the stimulus given to enlistments and support of the war policy of the Government, but in the raising of supplies for the sick and wounded soldiers in the field. Within a few weeks before the fall of Vicksburg, over \$25,000 in cash, besides large quantities of stores, were sent to Col. John Williams (then in charge of the Sanitary Bureau at Springfield), as the direct result of appeals made through circulars sent out by the officers of the “League.” Large contributions of money and supplies also reached the sick and wounded in hospital through the medium of the Sanitary Commission in Chicago. Zealous efforts were made by the opposition to get at the secrets of the order, and, in one case, a complete copy of the ritual was published by one of their organs; but the effect was so far the reverse of what was anticipated, that this line of attack was not continued. During the stormy session of the Legislature in 1863, the League is said to have rendered effective service in protecting Governor Yates from threatened assassination. It continued its silent but effective operations until the complete overthrow of the rebellion, when it ceased to exist as a political organization.

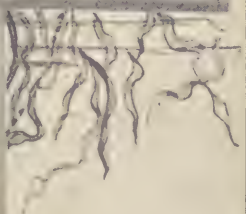
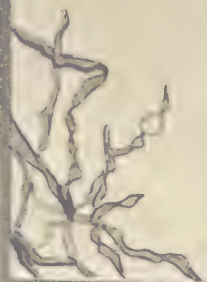
UNITED STATES SENATORS. The following is a list of United States senators from Illinois, from the date of the admission of the State into the Union until 1899, with the date and duration of the term of each: Ninian Edwards, 1818-24; Jesse B. Thomas, Sr., 1818-29; John McLean, 1824-25 and 1829-30; Elias Kent Kane, 1825-35; David Jewett Baker, Nov. 12 to Dec. 11, 1830; John M. Robinson, 1830-41; William L. D. Ewing, 1835-37; Richard M. Young, 1837-43; Samuel McRoberts, 1841-43; Sidney Breese, 1843-49; James Semple, 1843-47; Stephen A. Douglas, 1847-61; James Shields, 1849-55; Lyman Trumbull, 1855-73; Orville H. Browning, 1861-63; William A. Richardson, 1863-65; Richard Yates, 1865-71; John A. Logan, 1871-77 and 1879-86; Richard J. Oglesby, 1873-79; David Davis, 1877-83; Shelby M. Cullom, first elected in 1883, and re-elected in '89 and '95, his third term expiring in 1901; Charles B. Farwell, 1887-91; John McAuley Palmer, 1891-97; William E. Mason, elected in 1897, for the term expiring, March 4, 1903.

UNIVERSITY OF CHICAGO (The New). One of the leading educational institutions of the country, located at Chicago. It is the outgrowth of an attempt, put forth by the American Educational Society (organized at Washington in 1888), to supply the place which the original institution of the same name had been designed to fill. (See *University of Chicago—The Old.*) The following year, Mr. John D. Rockefeller of New York tendered a contribution of \$600,000 toward the endowment of the enterprise, conditioned upon securing additional pledges to the amount of \$400,000 by June 1, 1890. The offer was accepted, and the sum promptly raised. In addition, a site, covering four blocks of land in the city of Chicago, was secured—two and one-half blocks being acquired by purchase for \$282,500, and one and one-half (valued at \$125,000) donated by Mr. Marshall Field. A charter was secured and an organization effected, Sept. 10, 1890. The Presidency of the institution was tendered to, and accepted by, Dr. William R. Harper. Since that time the University has been the recipient of other generous benefactions by Mr. Rockefeller and others, until the aggregate donations (1898) exceed \$10,000,000. Of this amount over one-half has been contributed by Mr. Rockefeller, while he has pledged himself to make additional contributions of \$2,000,000, conditioned upon the raising of a like sum, from other donors, by Jan. 1, 1900. The buildings erected on the campus, prior to 1896, include a chemical laboratory costing \$182,000; a lecture hall, \$150,000; a physical laboratory

\$150,000; a museum, \$100,000; an academy dormitory, \$30,000; three dormitories for women, \$150,000; two dormitories for men, \$100,000, to which several important additions were made during 1896 and '97. The faculty embraces over 150 instructors, selected with reference to their fitness for their respective departments from among the most eminent scholars in America and Europe. Women are admitted as students and graduated upon an equality with men. The work of practical instruction began in October, 1892, with 589 registered students, coming from nearly every Northern State, and including 250 graduates from other institutions, to which accessions were made, during the year, raising the aggregate to over 900. The second year the number exceeded 1,100; the third, it rose to 1,750, and the fourth (1895-96), to some 2,000, including representatives from every State of the Union, besides many from foreign countries. Special features of the institution include the admission of graduates from other institutions to a post-graduate course, and the University Extension Division, which is conducted largely by means of lecture courses, in other cities, or through lecture centers in the vicinity of the University, non-resident students having the privilege of written examinations. The various libraries embrace over 300,000 volumes, of which nearly 60,000 belong to what are called the "Departmental Libraries," besides a large and valuable collection of maps and pamphlets.

UNIVERSITY OF CHICAGO (The Old), an educational institution at Chicago, under the care of the Baptist denomination, for some years known as the Douglas University. Senator Stephen A. Douglas offered, in 1854, to donate ten acres of land, in what was then near the southern border of the city of Chicago, as a site for an institution of learning, provided buildings costing \$100,000, be erected thereon within a stipulated time. The corner-stone of the main building was laid, July 4, 1857, but the financial panic of that year prevented its completion, and Mr. Douglas extended the time, and finally deeded the land to the trustees without reserve. For eighteen years the institution led a precarious existence, struggling under a heavy debt. By 1885, mortgages to the amount of \$320,000 having accumulated, the trustees abandoned further effort, and acquiesced in the sale of the property under foreclosure proceedings. The original plan of the institution contemplated preparatory and collegiate departments, together with a college of law and a theological school.

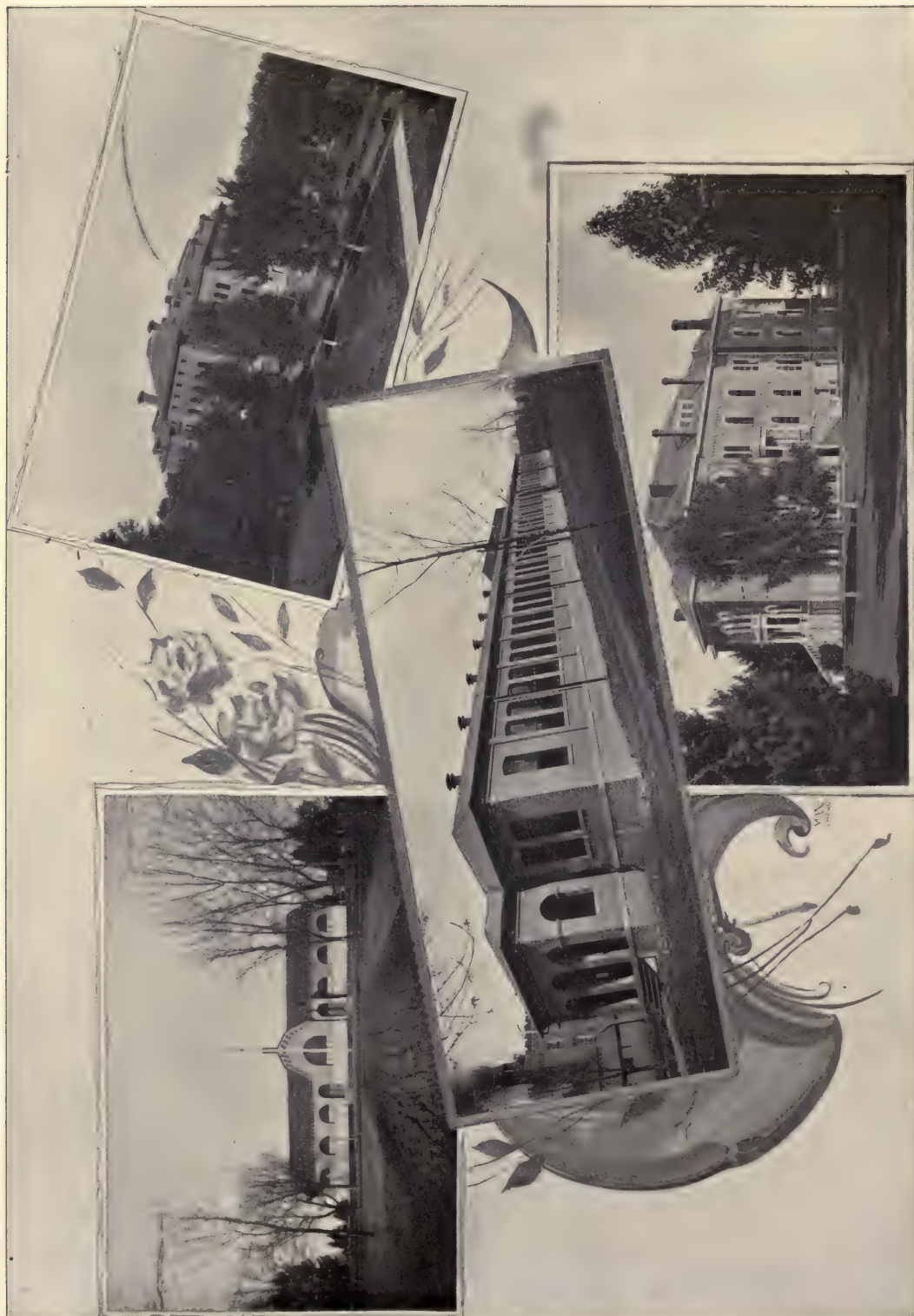
UNIVERSITY OF ILLINOIS, the leading educational institution under control of the State, located at Urbana and adjoining the city of Champaign. The Legislature at the session of 1863 accepted a grant of 480,000 acres of land under Act of Congress, approved July 2, 1862, making an appropriation of public lands to States—30,000 acres for each Senator and each Representative in Congress—establishing colleges for teaching agriculture and the mechanic arts, though not to the exclusion of classical and scientific studies. Land-scrip under this grant was issued and placed in the hands of Governor Yates, and a Board of Trustees appointed under the State law was organized in March, 1867, the institution being located the same year. Departments and courses of study were established, and Dr. John M. Gregory, of Michigan, was chosen Regent (President).—The land-scrip issued to Illinois was sold at an early day for what it would bring in open market, except 25,000 acres, which was located in Nebraska and Minnesota. This has recently been sold, realizing a larger sum than was received for all the scrip otherwise disposed of. The entire sum thus secured for permanent endowment aggregates \$613,026. The University revenues were further increased by donations from Congress to each institution organized under the Act of 1862, of \$15,000 per annum for the maintenance of an Agricultural Experiment Station, and, in 1890, of a similar amount for instruction—the latter to be increased \$1,000 annually until it should reach \$25,000.—A mechanical building was erected in 1871, and this is claimed to have been the first of its kind in America intended for strictly educational purposes. What was called "the main building" was formally opened in December, 1873. Other buildings embrace a "Science Hall," opened in 1892; a new "Engineering Hall," 1894; a fine Library Building, 1897. Eleven other principal structures and a number of smaller ones have been erected as conditions required. The value of property aggregates nearly \$2,500,000, and appropriations from the State, for all purposes, previous to 1904, foot up \$5,123,517.90.—Since 1871 the institution has been open to women. The courses of study embrace agriculture, chemistry, polytechnics, military tactics, natural and general sciences, languages and literature, economics, household science, trade and commerce. The Graduate School dates from 1891. In 1896 the Chicago College of Pharmacy was connected with the University: a College of Law and a Library School were opened in 1897, and the same year the Chicago College of Physicians and Sur-



Natural History Hall.
University Hall.

UNIVERSITY OF ILLINOIS, URBANA.

Library Hall.
Campus View.



Military Hall.
Machinery Hall.

UNIVERSITY OF ILLINOIS, URBANA.

Engineering Hall.
Chemical Laboratory.

geons was affiliated as the College of Medicine—a School of Dentistry being added to the latter in 1901. In 1885 the State Laboratory of Natural History was transferred from Normal, Ill., and an Agricultural Experiment Station established in 1888, from which bulletins are sent to farmers throughout the State who may desire them.—The first name of the Institution was "Illinois Industrial University," but, in 1885, this was changed to "University of Illinois." In 1887 the Trustees (of whom there are nine) were made elective by popular vote—three being elected every two years, each holding office six years. Dr. Gregory, having resigned the office of Regent in 1880, was succeeded by Dr. Selim H. Peabody, who had been Professor of Mechanical and Civil Engineering. Dr. Peabody resigned in 1891. The duties of Regent were then discharged by Prof. Thomas J. Burrill until August, 1894, when Dr. Andrew Sloan Draper, former State Superintendent of Public Instruction of the State of New York, was installed as President, serving until 1904.—The corps of instruction (1904) includes over 100 Professors, 60 Associate and Assistant Professors and 200 Instructors and Assistants, besides special lecturers, demonstrators and clerks. The number of students has increased rapidly in recent years, as shown by the following totals for successive years from 1890-91 to 1903-04, inclusive: 519; 583; 714; 743; 810; 852; 1,075; 1,582; 1,824; 2,234; 2,505; 2,932; 3,289; 3,589. Of the last number, 2,271 were men and 718 women. During 1903-04 there were in all departments at Urbana, 2,547 students (256 being in the Preparatory Academy); and in the three Professional Departments in Chicago, 1,042, of whom 694 were in the College of Medicine, 185 in the School of Pharmacy, and 163 in the School of Dentistry. The University Library contains 63,700 volumes and 14,500 pamphlets, not including 5,350 volumes and 15,850 pamphlets in the State Laboratory of Natural History.—The University occupies a conspicuous and attractive site, embracing 220 acres adjacent to the line between Urbana and Champaign, and near the residence portion of the two cities. The athletic field of 11 acres, on which stand the gymnasium and armory, is enclosed with an ornamental iron fence. The campus, otherwise, is an open and beautiful park with fine landscape effects.

UNORGANIZED COUNTIES. In addition to the 102 counties into which Illinois is divided, acts were passed by the General Assembly, at different times, providing for the organization of a number of others, a few of which

were subsequently organized under different names, but the majority of which were never organized at all—the proposition for such organization being rejected by vote of the people within the proposed boundaries, or allowed to lapse by non-action. These unorganized counties, with the date of the several acts authorizing them, and the territory which they were intended to include, were as follows: Allen County (1841)—comprising portions of Sangamon, Morgan and Macoupin Counties; Audobon (Audubon) County (1843)—from portions of Montgomery, Fayette and Shelby; Benton County (1843)—from Morgan, Greene and Macoupin; Coffee County (1837)—with substantially the same territory now comprised within the boundaries of Stark County, authorized two years later; Dane County (1839)—name changed to Christian in 1840; Harrison County (1855)—from McLean, Champaign and Vermilion, comprising territory since partially incorporated in Ford County; Holmes County (1857)—from Champaign and Vermilion; Marquette County (1843), changed (1847) to Highland—comprising the northern portion of Adams, (this act was accepted, with Columbus as the county-seat, but organization finally vacated); Michigan County (1837)—from a part of Cook; Milton County (1843)—from the south part of Vermilion; Okaw County (1841)—comprising substantially the same territory as Moultrie, organized under act of 1843; Oregon County (1851)—from parts of Sangamon, Morgan and Macoupin Counties, and covering substantially the same territory as proposed to be incorporated in Allen County ten years earlier. The last act of this character was passed in 1867, when an attempt was made to organize Lincoln County out of parts of Champaign and Vermilion, but which failed for want of an affirmative vote.

UPPER ALTON, a city of Madison County, situated on the Chicago & Alton Railroad, about 1½ miles northeast of Alton—laid out in 1816. It has several churches, and is the seat of Shurtleff College and the Western Military Academy, the former founded about 1831, and controlled by the Baptist denomination. Beds of excellent clay are found in the vicinity and utilized in pottery manufacture. Pop. (1890), 1,803; (1900), 2,373.

UPTON, George Putnam, journalist, was born at Roxbury, Mass., Oct. 25, 1834; graduated from Brown University in 1854, removed to Chicago in 1855, and began newspaper work on "The Native American," the following year taking the place of city editor of "The Evening Jour-

nal." In 1862, Mr. Upton became musical critic on "The Chicago Tribune," serving for a time also as its war correspondent in the field, later (about 1881) taking a place on the general editorial staff, which he still retains. He is regarded as an authority on musical and dramatic topics. Mr. Upton is also a stockholder in, and, for several years, has been Vice-President of the "Tribune" Company. Besides numerous contributions to magazines, his works include: "Letters of Peregrine Pickle" (1869); "Memories, a Story of German Love," translated from the German of Max Muller (1879); "Woman in Music" (1880); "Lives of German Composers" (3 vols.—1883-84); besides four volumes of standard operas, oratorios, cantatas, and symphonies (1885-88).

URBANA, a flourishing city, the county-seat of Champaign County, on the "Big Four," the Illinois Central and the Wabash Railways: 130 miles south of Chicago and 81 miles west of Danville; in agricultural and coal-mining region. The mechanical industries include extensive railroad shops, manufacture of brick, suspenders and lawn-mowers. The Cunningham Deaconesses' Home and Orphanage is located here. The city has water-works, gas and electric light plants, electric car-lines (local and interurban), superior schools, nine churches, three banks and three newspapers. Urbana is the seat of the University of Illinois. Pop. (1890), 3,511; (1900), 5,728.

USREY, William J., editor and soldier, was born at Washington (near Natchez), Miss., May 16, 1827; was educated at Natchez, and, before reaching manhood, came to Macon County, Ill., where he engaged in teaching until 1846, when he enlisted as a private in Company C, Fourth Illinois Volunteers, for the Mexican War. In 1855, he joined with a Mr. Wingate in the establishment, at Decatur, of "The Illinois State Chronicle," of which he soon after took sole charge, conducting the paper until 1861, when he enlisted in the Thirty-fifth Illinois Volunteers and was appointed Adjutant. Although born and educated in a slave State, Mr. Usrey was an earnest opponent of slavery, as proved by the attitude of his paper in opposition to the Kansas-Nebraska Bill. He was one of the most zealous endorsers of the proposition for a conference of the Anti-Nebraska editors of the State of Illinois, to agree upon a line of policy in opposition to the further extension of slavery, and, when that body met at Decatur, on Feb. 22, 1856, he served as its Secretary, thus taking a prominent part in the initial steps which resulted in the organization of the Republican party in Illinois. (See *Anti-Nebraska*

Editorial Convention.) After returning from the war he resumed his place as editor of "The Chronicle," but finally retired from newspaper work in 1871. He was twice Postmaster of the city of Decatur, first previous to 1850, and again under the administration of President Grant; served also as a member of the City Council and was a member of the local Post of the G. A. R., and Secretary of the Macon County Association of Mexican War Veterans. Died, at Decatur, Jan. 20, 1894.

UTICA, (also called North Utica), a village of La Salle County, on the Illinois & Michigan Canal and the Chicago, Rock Island & Pacific Railway, 10 miles west of Ottawa, situated on the Illinois River opposite "Starved Rock," also believed to stand on the site of the Kaskaskia village found by the French Explorer, La Salle, when he first visited Illinois. "Utica cement" is produced here; it also has several factories or mills, besides banks and a weekly paper. Population (1880), 767; (1890), 1,094; (1900), 1,150.

VAN ARNAM, John, lawyer and soldier, was born at Plattsburg, N. Y., March 3, 1820. Having lost his father at five years of age, he went to live with a farmer, but ran away in his boyhood; later, began teaching, studied law, and was admitted to the bar in New York City, beginning practice at Marshall, Mich. In 1858 he removed to Chicago, and, as a member of the firm of Walker, Van Arnam & Dexter, became prominent as a criminal lawyer and railroad attorney, being for a time Solicitor of the Chicago, Burlington & Quincy Railroad. In 1862 he assisted in organizing the One Hundred and Twenty-seventh Illinois Volunteer Infantry and was commissioned its Colonel, but was compelled to resign on account of illness. After spending some time in California, he resumed practice in Chicago in 1865. His later years were spent in California, dying at San Diego, in that State, April 6, 1890.

VANDALIA, the principal city and county-seat of Fayette County. It is situated on the Kaskaskia River, 30 miles north of Centralia, 62 miles south by west of Decatur, and 68 miles east-northeast of St. Louis. It is an intersecting point for the Illinois Central and the St. Louis, Vandalia and Terre Haute Railroads. It was the capital of the State from 1820 to 1839, the seat of government being removed to Springfield, the latter year, in accordance with act of the General Assembly passed at the session of 1837. It contains a court house (old State Capitol building), six churches, two banks, three weekly papers, a

graded school, flour, saw and paper mills, foundry, stove and heading mill, carriage and wagon and brick works. Pop. (1890), 2,144; (1900), 2,665.

VANDEVEER, Horatio M., pioneer lawyer, was born in Washington County, Ind., March 1, 1816; came with his family to Illinois at an early age, settling on Clear Creek, now in Christian County; taught school and studied law, using books borrowed from the late Hon. John T. Stuart of Springfield; was elected first County Recorder of Christian County and, soon after, appointed Circuit Clerk, filling both offices three years. He also held the office of County Judge from 1848 to 1857; was twice chosen Representative in the General Assembly (1842 and 1850) and once to the State Senate (1862); in 1846, enlisted and was chosen Captain of a company for the Mexican War, but, having been rejected on account of the quota being full, was appointed Assistant-Quartermaster, in this capacity serving on the staff of General Taylor at the battle of Buena Vista. Among other offices held by Mr. Vandever, were those of Postmaster of Taylorville, Master in Chancery, Presidential Elector (1848), Delegate to the Constitutional Convention of 1862, and Judge of the Circuit Court (1870-79). In 1868 Judge Vandever established the private banking firm of H. M. Vandever & Co., at Taylorville, which, in conjunction with his sons, he continued successfully during the remainder of his life. Died, March 12, 1894.

VAN HORNE, William C., Railway Manager and President, was born in Will County, Ill., February, 1843; began his career as a telegraph operator on the Illinois Central Railroad in 1856, was attached to the Michigan Central and Chicago & Alton Railroads (1858-72), later being General Manager or General Superintendent of various other lines (1872-79). He next served as General Superintendent of the Chicago, Milwaukee & St. Paul, but soon after became General Manager of the Canadian Pacific, which he assisted to construct to the Pacific Coast; was elected Vice-President of the line in 1884, and its President in 1888. His services have been recognized by conferring upon him the order of knighthood by the British Government.

VASSEUR, Noel C., pioneer Indian-trader, was born of French parentage in Canada, Dec. 25, 1799; at the age of 17 made a trip with a trading party to the West, crossing Wisconsin by way of the Fox and Wisconsin Rivers, the route pursued by Joliet and Marquette in 1673; later, was associated with Gurdon S. Hubbard in the service of the American Fur Company, in 1820 visiting the

region now embraced in Iroquois County, where he and Hubbard subsequently established a trading post among the Pottawatomie Indians, believed to have been the site of the present town of Iroquois. The way of reaching their station from Chicago was by the Chicago and Des Plaines Rivers to the Kankakee, and ascending the latter and the Iroquois. Here Vasseur remained in trade until the removal of the Indians west of the Mississippi, in which he served as agent of the Government. While in the Iroquois region he married Watseka, a somewhat famous Pottawatomie woman, for whom the town of Watseka was named, and who had previously been the Indian wife of a fellow-trader. His later years were spent at Bourbonnais Grove, in Kankakee County, where he died, Dec. 12, 1879.

VENICE, a city of Madison County, on the Mississippi River opposite St. Louis and 2 miles north of East St. Louis; is touched by six trunk lines of railroad, and at the eastern approach to the new "Merchants' Bridge," with its roundhouse, has two ferries to St. Louis, street car line, electric lights, water-works, some manufactures and a newspaper. Pop. (1890), 932; (1900), 2,450.

VENICE & CARONDELET RAILROAD. (See *Louisville, Evansville & St. Louis (Consolidated) Railroad.*)

VERMILION COUNTY, an eastern county, bordering on the Indiana State line, and drained by the Vermilion and Little Vermilion Rivers, from which it takes its name. It was originally organized in 1826, when it extended north to Lake Michigan. Its present area is 926 square miles. The discovery of salt springs, in 1819, aided in attracting immigration to this region, but the manufacture of salt was abandoned many years ago. Early settlers were Seymour Treat, James Butler, Henry Johnston, Harvey Lidington, Gurdon S. Hubbard and Daniel W. Beckwith. James Butler and Achilles Morgan were the first County Commissioners. Many interesting fossil remains have been found, among them the skeleton of a mastodon (1868). Fire clay is found in large quantities, and two coal seams cross the county. The surface is level and the soil fertile. Corn is the chief agricultural product, although oats, wheat, rye, and potatoes are extensively cultivated. Stock-raising and wool-growing are important industries. There are also several manufactories, chiefly at Danville, which is the county-seat. Coal mining is carried on extensively, especially in the vicinity of Danville. Population (1880), 41,588; (1890), 49,905; (1900), 65,635.

VERMILION RIVER, a tributary of the Illinois; rises in Ford and the northern part of McLean County, and, running northwestward through Livingston and the southern part of La Salle Counties, enters the Illinois River nearly opposite the city of La Salle; has a length of about 80 miles.

VERMILION RIVER, an affluent of the Wabash, formed by the union of the North, Middle and South Forks, which rise in Illinois, and come together near Danville in this State. It flows southeastward, and enters the Wabash in Vermilion County, Ind. The main stream is about 28 miles long. The South Fork, however, which rises in Champaign County and runs eastward, has a length of nearly 75 miles. The Little Vermilion River enters the Wabash about 7 or 8 miles below the Vermilion, which is sometimes called the Big Vermilion, by way of distinction.

VERMONT, a village in Fulton County, at junction of Galesburg and St. Louis Division of the Chicago, Burlington & Quincy Railroad, 24 miles north of Beardstown; has a carriage manufactory, flour and saw-mills, brick and tile works, electric light plant, besides two banks, four churches, two graded schools, and one weekly newspaper. An artesian well has been sunk here to the depth of 2,600 feet. Pop. (1900), 1,195.

VERSAILLES, a town of Brown County, on the Wabash Railway, 48 miles east of Quincy; is in a timber and agricultural district; has a bank and weekly newspaper. Population (1900), 524.

VIENNA, the county-seat of Johnson County, situated on the Cairo and Vincennes branch of the Cleveland, Cincinnati, Chicago & St. Louis Railroad, 36 miles north-northwest of Cairo. It has a court house, several churches, a graded school, banks and two weekly newspapers. Population (1880), 494; (1890), 828; (1900), 1,217.

VIGO, *Francois*, pioneer and early Indian-trader, was born at Mondovi, Sardinia (Western Italy), in 1747, served as a private soldier, first at Havana and afterwards at New Orleans. When he left the Spanish army he came to St. Louis, then the military headquarters of Spain for Upper Louisiana, where he became a partner of Commandant de Leba, and was extensively engaged in the fur-trade among the Indians on the Ohio and Mississippi Rivers. On the occupation of Kaskaskia by Col. George Rogers Clark in 1778, he rendered valuable aid to the Americans, turning out supplies to feed Clark's destitute soldiers, and accepting Virginia Continental money, at par, in payment, incurring liabilities in excess of

\$20,000. This, followed by the confiscation policy of the British Colonel Hamilton, at Vincennes, where Vigo had considerable property, reduced him to extreme penury. H. W. Beckwith says that, towards the close of his life, he lived on his little homestead near Vincennes, in great poverty but cheerful to the last. He was never recompensed during his life for his sacrifices in behalf of the American cause, though a tardy restitution was attempted, after his death, by the United States Government, for the benefit of his heirs. He died, at a ripe old age, at Vincennes, Ind., March 22, 1835.

VILLA RIDGE, a village of Pulaski County, on the Illinois Central Railway, 10 miles north of Cairo. Population, 500.

VINCENNES, *Jean Baptiste Bissot*, a Canadian explorer, born at Quebec, January, 1688, of aristocratic and wealthy ancestry. He was closely connected with Louis Joliet — probably his brother-in-law, although some historians say that he was the latter's nephew. He entered the Canadian army as ensign in 1701, and had a long and varied experience as an Indian fighter. About 1725 he took up his residence on what is now the site of the present city of Vincennes, Ind., which is named in his honor. Here he erected an earth fort and established a trading-post. In 1726, under orders, he co-operated with D'Artaguiette (then the French Governor of Illinois) in an expedition against the Chickasaws. The expedition resulted disastrously. Vincennes and D'Artaguiette were captured and burned at the stake, together with Father Senat (a Jesuit priest) and others of the command. (See also *D'Artaguiette; French Governors of Illinois.*)

VIRDEN, a city of Macoupin County, on the Chicago & Alton and the Chicago, Burlington & Quincy Railroads, 21 miles south by west from Springfield, and 31 miles east-southeast of Jacksonville. It has five churches, two banks, two newspapers, telephone service, electric lights, grain elevators, machine shop, and extensive coal mines. Pop. (1900), 2,280; (school census 1903), 3,651.

VIRGINIA, an incorporated city, the county-seat of Cass County, situated at the intersection of the Chicago, Peoria & St. Louis, with the Springfield Division of the Baltimore & Ohio Southwestern Railroad, 15 miles north of Jacksonville, and 33 miles west-northwest of Springfield. It lies in the heart of a rich agricultural region. There is a flouring mill here, besides manufactories of wagons and cigars. The city has two National and one State bank, five churches, a

high school, and two weekly papers. Pop. (1890), 1,602; (1900), 1,600.

VOCKE, William, lawyer, was born at Minden, Westphalia (Germany), in 1839, the son of a Government Secretary in the Prussian service. Having lost his father at an early age, he emigrated to America in 1856, and, after a short stay in New York, came to Chicago, where he found employment as a paper-carrier for "The Staats-Zeitung," meanwhile giving his attention to the study of law. Later, he became associated with a real-estate firm; on the commencement of the Civil War, enlisted as a private in a three-months' regiment, and, finally, in the Twenty-fourth Illinois (the first Hecker regiment), in which he rose to the rank of Captain. Returning from the army, he was employed as city editor of "The Staats-Zeitung," but, in 1865, became Clerk of the Chicago Police Court, serving until 1869. Meanwhile he had been admitted to the bar, and, on retirement from office, began practice, but, in 1870, was elected Representative in the Twenty-seventh General Assembly, in which he bore a leading part in framing "the burnt record act" made necessary by the fire of 1871. He has since been engaged in the practice of his profession, having been, for a number of years, attorney for the German Consulate at Chicago, also serving, for several years, on the Chicago Board of Education. Mr. Vocke is a man of high literary tastes, as shown by his publication, in 1869, of a volume of poems translated from the German, which has been highly commended, besides a legal work on "The Administration of Justice in the United States, and a Synopsis of the Mode of Procedure in our Federal and State Courts and All Federal and State Laws relating to Subjects of Interest to Aliens," which has been published in the German Language, and is highly valued by German lawyers and business men. Mr. Vocke was a member of the Republican National Convention of 1872 at Philadelphia, which nominated General Grant for the Presidency a second time.

VOLK, Leonard Wells, a distinguished Illinois sculptor, born at Wellstown (afterwards Wells), N. Y., Nov. 7, 1828. Later, his father, who was a marble cutter, removed to Pittsfield, Mass., and, at the age of 16, Leonard began work in his shop. In 1848 he came west and began modeling in clay and drawing at St. Louis, being only self-taught. He married a cousin of Stephen A. Douglas, and the latter, in 1855, aided him in the prosecution of his art studies in Italy. Two years afterward he settled in Chicago, where he

modeled the first portrait bust ever made in the city, having for his subject his first patron—the "Little Giant." The next year (1858) he made a life-size marble statue of Douglas. In 1860 he made a portrait bust of Abraham Lincoln, which passed into the possession of the Chicago Historical Society and was destroyed in the great fire of 1871. In 1868-69, and again in 1871-72, he revisited Italy for purposes of study. In 1867 he was elected academician of the Chicago Academy, and was its President for eight years. He was genial, companionable and charitable, and always ready to assist his younger and less fortunate professional brethren. His best known works are the Douglas Monument, in Chicago, several soldiers' monuments in different parts of the country, the statuary for the Henry Keep mausoleum at Watertown, N. Y., life-size statues of Lincoln and Douglas, in the State House at Springfield, and numerous portrait busts of men eminent in political, ecclesiastical and commercial life. Died, at Osceola, Wis., August 18, 1895.

VOSS, Arno, journalist, lawyer and soldier, born in Prussia, April 16, 1821; emigrated to the United States and was admitted to the bar in Chicago, in 1848, the same year becoming editor of "The Staats-Zeitung"; was elected City Attorney in 1852, and again in 1853; in 1861 became Major of the Sixth Illinois Cavalry, but afterwards assisted in organizing the Twelfth Cavalry, of which he was commissioned Colonel, still later serving with his command in Virginia. He was at Harper's Ferry at the time of the capture of that place in September, 1862, but succeeded in cutting his way, with his command, through the rebel lines, escaping into Pennsylvania. Compelled by ill-health to leave the service in 1863, he retired to a farm in Will County, but, in 1869, returned to Chicago, where he served as Master in Chancery and was elected to the lower branch of the General Assembly in 1876, but declined a re-election in 1878. Died, in Chicago, March 23, 1888.

WABASH, CHESTER & WESTERN RAILROAD, a railway running from Chester to Mount Vernon, Ill., 63.33 miles, with a branch extending from Chester to Menard, 1.5 miles; total mileage, 64.83. It is of standard gauge, and almost entirely laid with 60-pound steel rails.—(HISTORY.) It was organized, Feb. 20, 1878, as successor to the Iron Mountain, Chester & Eastern Railroad. During the fiscal year 1893-94 the Company purchased the Tamaroa & Mount Vernon Railroad, extending from Mount Vernon to

Tamaroa, 22.5 miles. Capital stock (1898), \$1,250,000; bonded indebtedness, \$690,000; total capitalization, \$2,028,573.

WABASH COUNTY, situated in the southeast corner of the State; area 220 square miles. The county was carved out from Edwards in 1824, and the first court house built at Centerville, in May, 1826. Later, Mount Carmel was made the county-seat. (See *Mount Carmel*.) The Wabash River drains the county on the east; other streams are the Bon Pas, Coffee and Crawfish Creeks. The surface is undulating with a fair growth of timber. The chief industries are the raising of live-stock and the cultivation of cereals. The wool-crop is likewise valuable. The county is crossed by the Louisville, Evansville & St. Louis and the Cairo and Vincennes Division of the Cleveland, Cincinnati, Chicago & St. Louis Railroads. Population (1880), 4,945; (1890), 11,866; (1900), 12,583.

WABASH RAILROAD, an extensive railroad system connecting the cities of Detroit and Toledo, on the east, with Kansas City and Council Bluffs, on the west, with branches to Chicago, St. Louis, Quincy and Altamont, Ill., and to Keokuk and Des Moines, Iowa. The total mileage (1898) is 1,874.96 miles, of which 677.4 miles are in Illinois—all of the latter being the property of the company, besides 176.7 miles of yard-tracks, sidings and spurs. The company has trackage privileges over the Toledo, Peoria & Western (6.5 miles) between Elvaston and Keokuk bridge, and over the Chicago, Burlington & Quincy (21.8 miles) between Camp Point and Quincy.—(HISTORY.) A considerable portion of this road in Illinois is constructed on the line upon which the Northern Cross Railroad was projected, in the "internal improvement" scheme adopted in 1837, and embraces the only section of road completed under that scheme—that between the Illinois River and Springfield. (1) The construction of this section was begun by the State, May 11, 1837, the first rail laid, May 9, 1838, the road completed to Jacksonville, Jan. 1, 1840, and to Springfield, May 13, 1842. It was operated for a time by "mule power," but the income was insufficient to keep the line in repair and it was finally abandoned. In 1847 the line was sold for \$21,100 to N. H. Ridgely and Thomas Mather of Springfield, and by them transferred to New York capitalists, who organized the Sangamon & Morgan Railroad Company, reconstructed the road from Springfield to Naples and opened it for business in 1849. (2) In 1853 two corporations were organized in Ohio and Indiana, respectively,

under the name of the Toledo & Illinois Railroad and the Lake Erie, Wabash & St. Louis Railroad, which were consolidated as the Toledo, Wabash & Western Railroad, June 25, 1856. In 1858 these lines were sold separately under foreclosure, and finally reorganized, under a special charter granted by the Illinois Legislature, under the name of the Great Western Railroad Company. (3) The Quincy & Toledo Railroad, extending from Camp Point to the Illinois River opposite Meredosia, was constructed in 1858-59, and that, with the Illinois & Southern Iowa (from Clayton to Keokuk), was united, July 1, 1865, with the eastern divisions extending to Toledo, the new organization taking the name of the main line, (Toledo, Wabash & Western). (4) The Hannibal & Naples Division (49.6 miles), from Bluffs to Hannibal, Mo., was chartered in 1863, opened for business in 1870 and leased to the Toledo, Wabash & Western. The latter defaulted on its interest in 1875, was placed in the hands of a receiver and, in 1877, was turned over to a new company under the name of the Wabash Railway Company. (5) In 1868 the company, as it then existed, promoted and secured the construction, and afterwards acquired the ownership, of a line extending from Decatur to East St. Louis (110.5 miles) under the name of the Decatur & East St. Louis Railroad. (6) The Eel River Railroad, from Butler to Logansport, Ind., was acquired in 1877, and afterwards extended to Detroit under the name of the Detroit, Butler & St. Louis Railroad, completing the connection from Logansport to Detroit.—In November, 1879, the Wabash, St. Louis & Pacific Railway Company was organized, took the property and consolidated it with certain lines west of the Mississippi, of which the chief was the St. Louis, Kansas City & Northern. A line had been projected from Decatur to Chicago as early as 1870, but, not having been constructed in 1881, the Wabash, St. Louis & Pacific purchased what was known as the Chicago & Paducah Railroad, uniting with the main line at Bement, and (by way of the Decatur and St. Louis Division) giving a direct line between Chicago and St. Louis. At this time the Wabash, St. Louis & Pacific was operating the following additional leased lines: Pekin, Lincoln & Decatur (67.2 miles); Hannibal & Central Missouri (70.2 miles); Lafayette, Muncie & Bloomington (36.7 miles), and the Lafayette Bloomington & Muncie (80 miles). A connection between Chicago on the west and Toledo and Detroit on the east was established over the Grand Trunk road in 1882, but, in 1890, the com-

pany constructed a line from Montpelier, Ohio, to Clark, Ind. (149.7 miles), thence by track lease to Chicago (17.5 miles), giving an independent line between Chicago and Detroit by what is known to investors as the Detroit & Chicago Division.

The total mileage of the Wabash, St. Louis & Pacific system, in 1884, amounted to over 3,600 miles; but, in May of that year, default having been made in the payment of interest, the work of disintegration began. The main line east of the Mississippi and that on the west were separated, the latter taking the name of the "Wabash Western." The Eastern Division was placed in the hands of a receiver, so remaining until May, 1889, when the two divisions, having been bought in by a purchasing committee, were consolidated under the present name. The total earnings and income of the road in Illinois, for the fiscal year 1898, were \$4,402,621, and the expenses \$4,836,110. The total capital invested (1898) was \$139,889,643, including capital stock of \$52,000,000 and bonds to the amount of \$81,534,000.

WABASH RIVER, rises in northwestern Ohio, passes into Indiana, and runs northwest to Huntington. It then flows nearly due west to Logansport, thence southwest to Covington, finally turning southward to Terre Haute, a few miles below which it strikes the western boundary of Indiana. It forms the boundary between Illinois and Indiana (taking into account its numerous windings) for some 200 miles. Below Vincennes it runs in a south-southwesterly direction, and enters the Ohio at the south-west extremity of Indiana, near latitude 37° 49' north. Its length is estimated at 557 miles.

WABASH & MISSISSIPPI RAILROAD. (See *Illinois Central Railroad*.)

WABASH, ST. LOUIS & PACIFIC RAILROAD. (See *Wabash Railroad*.)

WABASH & WESTERN RAILROAD. (See *Wabash Railroad*.)

WAIT, William Smith, pioneer, and original suggestor of the Illinois Central Railroad, was born in Portland, Maine, March 5, 1789, and educated in the public schools of his native place. In his youth he entered a book-publishing house in which his father was a partner, and was for a time associated with the publication of a weekly paper. Later the business was conducted at Boston, and extended over the Eastern, Middle, and Southern States, the subject of this sketch making extensive tours in the interest of the firm. In 1817 he made a tour to the West,

reaching St. Louis, and, early in the following year, visited Bond County, Ill., where he made his first entry of land from the Government. Returning to Boston a few months later, he continued in the service of the publishing firm until 1820, when he again came to Illinois, and, in 1821, began farming in Ripley Township, Bond County. Returning East in 1824, he spent the next ten years in the employment of the publishing firm, with occasional visits to Illinois. In 1835 he located permanently near Greenville, Bond County, and engaged extensively in farming and fruit-raising, planting one of the largest apple orchards in the State at that early day. In 1845 he presided as chairman over the National Industrial Convention in New York, and, in 1848, was nominated as the candidate of the National Reform Association for Vice-President on the ticket with Gerrit Smith of New York, but declined. He was also prominent in County and State Agricultural Societies. Mr Wait has been credited with being one of the first (if not the very first) to suggest the construction of the Illinois Central Railroad, which he did as early as 1835; was also one of the prime movers in the construction of the Mississippi & Atlantic Railroad—now the "Vandalia Line"—giving much time to the latter enterprise from 1846 for many years, and was one of the original incorporators of the St. Louis & Illinois Bridge Company. Died, July 17, 1865.

WALKER, Cyrus, pioneer, lawyer, born in Rockbridge County, Va., May 14, 1791; was taken while an infant to Adair County, Ky., and came to Macomb, Ill., in 1833, being the second lawyer to locate in McDonough County. He had a wide reputation as a successful advocate, especially in criminal cases, and practiced extensively in the courts of Western Illinois and also in Iowa. Died, Dec. 1, 1875. Mr. Walker was uncle of the late Pinkney H. Walker of the Supreme Court, who studied law with him. He was Whig candidate for Presidential Elector for the State-at-large in 1840.

WALKER, James Barr, clergyman, was born in Philadelphia, July 29, 1805; in his youth served as errand-boy in a country store near Pittsburg and spent four years in a printing office; then became clerk in the office of Mordecai M. Noah, in New York, studied law and graduated from Western Reserve College, Ohio; edited various religious papers, including "The Watchman of the Prairies" (now "The Advance") of Chicago, was licensed to preach by the Presbytery of Chicago, and for some time was lecturer on

"Harmony between Science and Revealed Religion" at Oberlin College and Chicago Theological Seminary. He was author of several volumes, one of which—"The Philosophy of the Plan of Salvation," published anonymously under the editorship of Prof. Calvin E. Stowe (1855)—ran through several editions and was translated into five different languages, including Hindustanee. Died, at Wheaton, Ill., March 6, 1887.

WALKER, James Monroe, corporation lawyer and Railway President, was born at Claremont, N. H., Feb. 14, 1820. At fifteen he removed with his parents to a farm in Michigan; was educated at Oberlin, Ohio, and at the University of Michigan, Ann Arbor, graduating from the latter in 1849. He then entered a law office as clerk and student, was admitted to the bar the next year, and soon after elected Prosecuting Attorney of Washtenaw County; was also local attorney for the Michigan Central Railway, for which, after his removal to Chicago in 1853, he became General Solicitor. Two years later the firm of Sedgwick & Walker, which had been organized in Michigan, became attorneys for the Chicago, Burlington & Quincy Railroad, and, until his death, Mr. Walker was associated with this company, either as General Solicitor, General Counsel or President, filling the latter position from 1870 to 1875. Mr. Walker organized both the Chicago and Kansas City stock-yards, and was President of these corporations, as also of the Wilmington Coal Company, down to the time of his death, which occurred on Jan. 22, 1881, as a result of heart disease.

WALKER, (Rev.) Jesse, Methodist Episcopal missionary, was born in Rockingham County, Va., June 9, 1766; in 1800 removed to Tennessee, became a traveling preacher in 1802, and, in 1806, came to Illinois under the presiding-elder-ship of Rev. William McKendree (afterwards Bishop), locating first at Turkey Hill, St. Clair County. In 1807 he held a camp meeting near Edwardsville—the first on Illinois soil. Later, he transferred his labors to Northern Illinois; was at Peoria in 1824; at Ottawa in 1825, and devoted much time to missionary work among the Pottawatomies, maintaining a school among them for a time. He visited Chicago in 1826, and there is evidence that he was a prominent resident there for several years, occupying a log house, which he used as a church and living-room, on "Wolf Point" at the junction of the North and South Branches of the Chicago River. While acting as superintendent of the Fox River mission, his residence appears to have been at Plain-

field, in the northern part of Will County. Died, Oct. 5, 1835.

WALKER, Pinkney H., lawyer and jurist, was born in Adair County, Ky., June 18, 1815. His boyhood was chiefly passed in farm work and as clerk in a general store; in 1834 he came to Illinois, settling at Rushville, where he worked in a store for four years. In 1838 he removed to Macomb, where he began attendance at an academy and the study of law with his uncle, Cyrus Walker, a leading lawyer of his time. He was admitted to the bar in 1839, practicing at Macomb until 1848, when he returned to Rushville. In 1853 he was elected Judge of the Fifth Judicial Circuit, to fill a vacancy, and re-elected in 1855. This position he resigned in 1858, having been appointed, by Governor Bissell, to fill the vacancy on the bench of the Supreme Court occasioned by the resignation of Judge Skinner. Two months later he was elected to the same position, and re-elected in 1867 and '76. He presided as Chief Justice from January, 1864, to June, '67, and again from June, 1874, to June, '75. Before the expiration of his last term he died, Feb. 7, 1885.

WALL, George Willard, lawyer, politician and Judge, was born at Chillicothe, Ohio, April 22, 1839; brought to Perry County, Ill., in infancy, and received his preparatory education at McKendree College, finally graduating from the University of Michigan in 1858, and from the Cincinnati Law School in 1859, when he began practice at Duquoin, Ill. He was a member of the Constitutional Convention of 1862, and, from 1864 to '68, served as State's Attorney for the Third Judicial District; was also a Delegate to the State Constitutional Convention of 1869-70. In 1872 he was an unsuccessful Democratic candidate for Congress, although running ahead of his ticket. In 1877 he was elected to the bench of the Third Circuit, and re-elected in '79, '85 and '91, much of the time since 1877 being on duty upon the Appellate bench. His home is at Duquoin.

WALLACE, (Rev.) Peter, D.D., clergyman and soldier; was born in Mason County, Ky., April 11, 1813; taken in infancy to Brown County, Ohio, where he grew up on a farm until 15 years of age, when he was apprenticed to a carpenter; at the age of 20 came to Illinois, where he became a contractor and builder, following this occupation for a number of years. He was converted in 1835 at Springfield, Ill., and, some years later, having decided to enter the ministry, was admitted to the Illinois Conference as a deacon by Bishop E. S. Janes in 1855, and

placed in charge of the Danville Circuit. Two years later he was ordained by Bishop Scott, and, in the next few years, held pastorates at various places in the central and eastern parts of the State. From 1867 to 1874 he was Presiding Elder of the Mattoon and Quincy Districts, and, for six years, held the position of President of the Board of Trustees of Chaddock College at Quincy, from which he received the degree of D.D. in 1881. In the second year of the Civil War he raised a company in Sangamon County, was chosen its Captain and assigned to the Seventy-third Illinois Volunteers, known as the "preachers' regiment"—all of its officers being ministers. In 1864 he was compelled by ill-health to resign his commission. While pastor of the church at Saybrook, Ill., he was offered the position of Postmaster of that place, which he decided to accept, and was allowed to retire from the active ministry. On retirement from office, in 1884, he removed to Chicago. In 1889 he was appointed by Governor Fifer the first Chaplain of the Soldiers' and Sailors' Home at Quincy, but retired some four years afterward, when he returned to Chicago. Dr. Wallace was an eloquent and effective preacher and continued to preach, at intervals, until within a short time of his decease, which occurred in Chicago, Feb. 21, 1897, in his 84th year. A zealous patriot, he frequently spoke very effectively upon the political rostrum. Originally a Whig, he became a Republican on the organization of that party, and took pride in the fact that the first vote he ever cast was for Abraham Lincoln, for Representative in the Legislature, in 1834. He was a Knight Templar, Vice-President of the Tippecanoe Club of Chicago, and, at his death, Chaplain of America Post, No. 708, G. A. R.

WALLACE, William Henry Lamb, lawyer and soldier, was born at Urbana, Ohio, July 8, 1821; brought to Illinois in 1833, his father settling near La Salle and, afterwards, at Mount Morris, Ogle County, where young Wallace attended the Rock River Seminary; was admitted to the bar in 1845; in 1846 enlisted as a private in the First Illinois Volunteers (Col. John J. Hardin's regiment), for the Mexican War, rising to the rank of Adjutant and participating in the battle of Buena Vista (where his commander was killed), and in other engagements. Returning to his profession at Ottawa, he served as District Attorney (1852-56), then became partner of his father-in-law, Col. T. Lyle Dickey, afterwards of the Supreme Court. In April, 1861, he was one of the first to answer the call for troops by enlisting, and became Colo-

nel of the Eleventh Illinois (three-months' men), afterwards re-enlisting for three years. As commander of a brigade he participated in the capture of Forts Henry and Donelson, in February, 1862, receiving promotion as Brigadier-General for gallantry. At Pittsburg Landing (Shiloh), as commander of Gen. C. F. Smith's Division, devolving on him on account of the illness of his superior officer, he showed great courage, but fell mortally wounded, dying at Charleston, Tenn., April 10, 1862. His career promised great brilliancy and his loss was greatly deplored.—**Martin R. M.** (Wallace), brother of the preceding, was born at Urbana, Ohio, Sept. 29, 1829, came to La Salle County, Ill., with his father's family and was educated in the local schools and at Rock River Seminary; studied law at Ottawa, and was admitted to the bar in 1856, soon after locating in Chicago. In 1861 he assisted in organizing the Fourth Regiment Illinois Cavalry, of which he became Lieutenant-Colonel, and was complimented, in 1865, with the rank of brevet Brigadier-General. After the war he served as Assessor of Internal Revenue (1866-69); County Judge (1869-77); Prosecuting Attorney (1884); and, for many years past, has been one of the Justices of the Peace of the city of Chicago.

WALNUT, a town of Bureau County, on the Mendota and Fulton branch of the Chicago, Burlington & Quincy Railroad, 26 miles west of Mendota; is in a farming and stock-raising district; has two banks and two newspapers. Population (1890), 605; (1900), 791.

WAR OF 1812. Upon the declaration of war by Congress, in June, 1812, the Pottawatomies, and most of the other tribes of Indians in the Territory of Illinois, strongly sympathized with the British. The savages had been hostile and restless for some time previous, and blockhouses and family forts had been erected at a number of points, especially in the settlements most exposed to the incursions of the savages. Governor Edwards, becoming apprehensive of an outbreak, constructed Fort Russell, a few miles from Edwardsville. Taking the field in person, he made this his headquarters, and collected a force of 250 mounted volunteers, who were later reinforced by two companies of rangers, under Col. William Russell, numbering about 100 men. An independent company of twenty-one spies, of which John Reynolds—afterwards Governor—was a member, was also formed and led by Capt. Samuel Judy. The Governor organized his little army into two regiments under Colonels Rector

and Stephenson, Colonel Russell serving as second to the commander-in-chief, other members of his staff being Secretary Nathaniel Pope and Robert K. McLaughlin. On Oct. 18, 1812, Governor Edwards, with his men, set out for Peoria, where it was expected that their force would meet that of General Hopkins, who had been sent from Kentucky with a force of 2,000 men. En route, two Kickapoo villages were burned, and a number of Indians unnecessarily slain by Edwards' party. Hopkins had orders to disperse the Indians on the Illinois and Wabash Rivers, and destroy their villages. He determined, however, on reaching the headwaters of the Vermilion to proceed no farther. Governor Edwards reached the head of Peoria Lake, but, failing to meet Hopkins, returned to Fort Russell. About the same time Capt. Thomas E. Craig led a party, in two boats, up the Illinois River to Peoria. His boats, as he alleged, having been fired upon in the night by Indians, who were harbored and protected by the French citizens of Peoria, he burned the greater part of the village, and capturing the population, carried them down the river, putting them on shore, in the early part of the winter, just below Alton. Other desultory expeditions marked the campaigns of 1813 and 1814. The Indians meanwhile gaining courage, remote settlements were continually harassed by marauding bands. Later in 1814, an expedition, led by Major (afterwards President) Zachary Taylor, ascended the Mississippi as far as Rock Island, where he found a large force of Indians, supported by British regulars with artillery. Finding himself unable to cope with so formidable a foe, Major Taylor retreated down the river. On the site of the present town of Warsaw he threw up fortifications, which he named Fort Edwards, from which point he was subsequently compelled to retreat. The same year the British, with their Indian allies, descended from Mackinac, captured Prairie du Chien, and burned Forts Madison and Johnston, after which they retired to Cap au Gris. The treaty of Ghent, signed Dec. 24, 1814, closed the war, although no formal treaties were made with the tribes until the year following.

WAR OF THE REBELLION. At the outbreak of the Civil War, the executive chair, in Illinois, was occupied by Gov. Richard Yates. Immediately upon the issuance of President Lincoln's first call for troops (April 15, 1861), the Governor issued his proclamation summoning the Legislature together in special session and, the same day, issued a call for "six regiments of militia,"

the quota assigned to the State under call of the President. Public excitement was at fever heat, and dormant patriotism in both sexes was aroused as never before. Party lines were broken down and, with comparatively few exceptions, the mass of the people were actuated by a common sentiment of patriotism. On April 19, Governor Yates was instructed, by the Secretary of War, to take possession of Cairo as an important strategic point. At that time, the State militia organizations were few in number and poorly equipped, consisting chiefly of independent companies in the larger cities. The Governor acted with great promptitude, and, on April 21, seven companies, numbering 595 men, commanded by Gen. Richard K. Swift of Chicago, were en route to Cairo. The first volunteer company to tender its services, in response to Governor Yates' proclamation, on April 16, was the Zouave Grays of Springfield. Eleven other companies were tendered the same day, and, by the evening of the 18th, the number had been increased to fifty. Simultaneously with these proceedings, Chicago bankers tendered to the Governor a war loan of \$500,000, and those of Springfield, \$100,000. The Legislature, at its special session, passed acts increasing the efficiency of the militia law, and provided for the creation of a war fund of \$2,000,000. Besides the six regiments already called for, the raising of ten additional volunteer regiments and one battery of light artillery was authorized. The last of the six regiments, apportioned to Illinois under the first presidential call, was dispatched to Cairo early in May. The six regiments were numbered the Seventh to Twelfth, inclusive—the earlier numbers, First to Sixth, being conceded to the six regiments which had served in the war with Mexico. The regiments were commanded, respectively, by Colonels John Cook, Richard J. Oglesby, Eleazer A. Paine, James D. Morgan, William H. L. Wallace, and John McArthur, constituting the "First Brigade of Illinois Volunteers." Benjamin M. Prentiss, having been chosen Brigadier-General on arrival at Cairo, assumed command, relieving General Swift. The quota under the second call, consisting of ten regiments, was mustered into service within sixty days, 200 companies being tendered immediately. Many more volunteered than could be accepted, and large numbers crossed to Missouri and enlisted in regiments forming in that State. During June and July the Secretary of War authorized Governor Yates to recruit twenty-two additional regiments (seventeen infantry and five cavalry), which were promptly raised. On

July 22, the day following the defeat of the Union army at Bull Run, President Lincoln called for 500,000 more volunteers. Governor Yates immediately responded with an offer to the War Department of sixteen more regiments (thirteen of infantry and three of cavalry), and a battalion of artillery, adding, that the State claimed it as her right, to do her full share toward the preservation of the Union. Under supplemental authority, received from the Secretary of War in August, 1861, twelve additional regiments of infantry and five of cavalry were raised, and, by December, 1861, the State had 43,000 volunteers in the field and 17,000 in camps of instruction. Other calls were made in July and August, 1862, each for 300,000 men. Illinois' quota, under both calls, was over 52,000 men, no regard being paid to the fact that the State had already furnished 16,000 troops in excess of its quotas under previous calls. Unless this number of volunteers was raised by September 1, a draft would be ordered. The tax was a severe one, inasmuch as it would fall chiefly upon the prosperous citizens, the floating population, the idle and the extremely poor having already followed the army's march, either as soldiers or as camp-followers. But recruiting was actively carried on, and, aided by liberal bounties in many of the counties, in less than a fortnight the 52,000 new troops were secured, the volunteers coming largely from the substantial classes—agricultural, mercantile, artisan and professional. By the end of December, fifty-nine regiments and four batteries had been dispatched to the front, besides a considerable number to fill up regiments already in the field, which had suffered severely from battle, exposure and disease. At this time, Illinois had an aggregate of over 135,000 enlisted men in the field. The issue of President Lincoln's preliminary proclamation of emancipation, in September, 1862, was met by a storm of hostile criticism from his political opponents, who—aided by the absence of so large a proportion of the loyal population of the State in the field—were able to carry the elections of that year. Consequently, when the Twenty-third General Assembly convened in regular session at Springfield, on Jan. 5, 1863, a large majority of that body was not only opposed to both the National and State administrations, but avowedly opposed to the further prosecution of the war under the existing policy. The Legislature reconvened in June, but was prorogued by Governor Yates. Between Oct. 1, 1863, and July 1, 1864, 16,000 veterans re-enlisted and 37,000 new volunteers were enrolled; and, by the

date last mentioned, Illinois had furnished to the Union army 244,496 men, being 14,596 in excess of the allotted quotas, constituting fifteen per cent of the entire population. These were comprised in 151 regiments of infantry, 17 of cavalry and two complete regiments of artillery, besides twelve independent batteries. The total losses of Illinois organizations, during the war, has been reported at 34,834, of which 5,874 were killed in battle, 4,020 died from wounds, 22,786 from disease and 2,154 from other causes—being a total of thirteen per cent of the entire force of the State in the service. The part which Illinois played in the contest was conspicuous for patriotism, promptness in response to every call, and the bravery and efficiency of its troops in the field—reflecting honor upon the State and its history. Nor were its loyal citizens—who, while staying at home, furnished moral and material support to the men at the front—less worthy of praise than those who volunteered. By upholding the Government—National and State—and by their zeal and energy in collecting and sending forward immense quantities of supplies—surgical, medical and other—often at no little sacrifice, they contributed much to the success of the Union arms. (See also *Camp Douglas*; *Camp Douglas Conspiracy*; *Secret Treasonable Societies*.)

WAR OF THE REBELLION (HISTORY OF ILLINOIS REGIMENTS). The following is a list of the various military organizations mustered into the service during the Civil War (1861-65), with the terms of service and a summary of the more important events in the history of each, while in the field:

SEVENTH INFANTRY. Illinois having sent six regiments to the Mexican War, by courtesy the numbering of the regiments which took part in the war for the Union began with number Seven. A number of regiments which responded to the first call of the President, claimed the right to be recognized as the first regiment in the field, but the honor was finally accorded to that organized at Springfield by Col. John Cook, and hence his regiment was numbered Seventh. It was mustered into the service, April 25, 1861, and remained at Mound City during the three months' service, the period of its first enlistment. It was subsequently reorganized and mustered for the three years' service, July 25, 1861, and was engaged in the battles of Fort Donelson, Shiloh, Corinth, Cherokee, Allatoona Pass, Salkahatchie Swamp, Bentonville and Columbia. The regiment re-enlisted as veterans at Pulaski, Tenn.,

Dec. 22, 1863; was mustered out at Louisville, July 9, 1865, and paid off and discharged at Springfield, July 11.

EIGHTH INFANTRY. Organized at Springfield, and mustered in for three months' service, April 26, 1861, Richard J. Oglesby of Decatur, being appointed Colonel. It remained at Cairo during its term of service, when it was mustered out. July 25, 1861, it was reorganized and mustered in for three years' service. It participated in the battles of Fort Donelson, Shiloh, Port Gibson, Thompson Hill, Raymond, Champion Hill, Vicksburg, Brownsville, and Spanish Fort; re-enlisted as veterans, March 24, 1864; was mustered out at Baton Rouge, May 4, 1866, paid off and discharged, May 13, having served five years.

NINTH INFANTRY. Mustered into the service at Springfield, April 26, 1861, for the term of three months, under Col. Eleazer A. Paine. It was reorganized at Cairo, in August, for three years, being composed of companies from St. Clair, Madison, Montgomery, Pulaski, Alexander and Mercer Counties; was engaged at Fort Donelson, Shiloh, Jackson (Tenn.), Mead Creek Swamps, Salem, Wyatt, Florence, Montezuma, Athens and Grenada. The regiment was mounted, March 15, 1863, and so continued during the remainder of its service. Mustered out at Louisville, July 9, 1865.

TENTH INFANTRY. Organized and mustered into the service for three months, on April 29, 1861, at Cairo, and on July 29, 1861, was mustered into the service for three years, with Col. James D. Morgan in command. It was engaged at Sykeston, New Madrid, Corinth, Missionary Ridge, Buzzard's Roost, Resaca, Rome, Kenesaw, Chattahoochie, Savannah and Bentonville. Re-enlisted as veterans, Jan. 1, 1864, and mustered out of service, July 4, 1865, at Louisville, and received final discharge and pay, July 11, 1865, at Chicago.

ELEVENTH INFANTRY. Organized at Springfield and mustered into service, April 30, 1861, for three months. July 30, the regiment was mustered out, and re-enlisted for three years' service. It was engaged at Fort Donelson, Shiloh, Corinth, Tallahatchie, Vicksburg, Liverpool Heights, Yazoo City, Spanish Fort and Fort Blakely. W. H. L. Wallace, afterwards Brigadier-General and killed at Shiloh, was its first Colonel. Mustered out of service, at Baton Rouge, July 14, 1865; paid off and discharged at Springfield.

TWELFTH INFANTRY. Mustered into service for three years, August 1, 1861; was engaged at

Columbus, Fort Donelson, Shiloh, Corinth, Lay's Ferry, Rome Cross Roads, Dallas, Kenesaw, Nickajack Creek, Bald Knob, Decatur, Ezra Church, Atlanta, Allatoona and Goldsboro. On Jan. 16, 1864, the regiment re-enlisted as veterans. John McArthur was its first Colonel, succeeded by Augustus L. Chetlain, both being promoted to Brigadier-Generals. Mustered out of service at Louisville, Ky., July 10, 1865, and received final pay and discharge, at Springfield, July 18.

THIRTEENTH INFANTRY. One of the regiments organized under the act known as the "Ten Regiment Bill"; was mustered into service on May 24, 1861, for three years, at Dixon, with John B. Wyman as Colonel; was engaged at Chickasaw Bayou, Arkansas Post, Vicksburg, Jackson, Missionary Ridge, Rossville and Ringgold Gap. Mustered out at Springfield, June 18, 1864, having served three years and two months.

FOURTEENTH INFANTRY. One of the regiments raised under the "Ten Regiment Bill," which anticipated the requirements of the General Government by organizing, equipping and drilling a regiment in each Congressional District in the State for thirty days, unless sooner required for service by the United States. It was mustered in at Jacksonville for three years, May 25, 1861, under command of John M. Palmer as its first Colonel; was engaged at Shiloh, Corinth, Metamora, Vicksburg, Jackson, Fort Beauregard and Meridian; consolidated with the Fifteenth Infantry, as a veteran battalion (both regiments having enlisted as veterans), on July 1, 1864. In October, 1864, the major part of the battalion was captured by General Hood and sent to Andersonville. The remainder participated in the "March to the Sea," and through the campaign in the Carolinas. In the spring of 1865 the battalion organization was discontinued, both regiments having been filled up by recruits. The regiment was mustered out at Fort Leavenworth, Kan., Sept. 16, 1865; and arrived at Springfield, Ill., Sept. 23, 1865, where it received final payment and discharge. The aggregate number of men who belonged to this organization was 1,980, and the aggregate mustered out at Fort Leavenworth, 480. During its four years and four months of service, the regiment marched 4,490 miles, traveled by rail, 2,330 miles, and, by river, 4,490 miles—making an aggregate of 11,670 miles.

FIFTEENTH INFANTRY. Raised under the "Ten Regiment Act," in the (then) First Congressional District; was organized at Freeport, and mus-

tered into service, May 24, 1861. It was engaged at Sedalia, Shiloh, Corinth, Metamora Hill, Vicksburg, Fort Beauregard, Champion Hill, Allatoona and Bentonville. In March, 1864, the regiment re-enlisted as veterans, and, in July, 1864, was consolidated with the Fourteenth Infantry as a Veteran Battalion. At Big Shanty and Ackworth a large portion of the battalion was captured by General Hood. At Raleigh the Veteran Battalion was discontinued and the Fifteenth reorganized. From July 1, to Sept. 1, 1865, the regiment was stationed at Forts Leavenworth and Kearney. Having been mustered out at Fort Leavenworth, it was sent to Springfield for final payment and discharge—having served four years and four months. Miles marched, 4,299; miles by rail, 2,403, miles by steamer, 4,310; men enlisted from date of organization, 1,963; strength at date of muster-out, 640.

SIXTEENTH INFANTRY. Organized and mustered into service at Quincy under the "Ten-Regiment Act," May 24, 1861. The regiment was engaged at New Madrid, Tiptonville, Corinth, Buzzards' Roost, Resaca, Rome, Kenesaw Mountain, Chattahoochee River, Peach Tree Creek, Atlanta, Savannah, Columbia, Fayetteville, Aversboro and Bentonville. In December, 1864, the regiment re-enlisted as veterans; was mustered out at Louisville, Ky., July 8, 1865, after a term of service of four years and three months, and, a week later, arrived at Springfield, where it received its final pay and discharge papers.

SEVENTEENTH INFANTRY. Mustered into the service at Peoria, Ill., on May 24, 1861; was engaged at Fredericktown (Mo.), Greenfield (Ark.), Shiloh, Corinth, Hatchie and Vicksburg. In May, 1864, the term of enlistment having expired, the regiment was ordered to Springfield for pay and discharge. Those men and officers who re-enlisted, and those whose term had not expired, were consolidated with the Eighth Infantry, which was mustered out in the spring of 1866.

EIGHTEENTH INFANTRY. Organized under the provisions of the "Ten Regiment Bill," at Anna, and mustered into the service on May 28, 1861, the term of enlistment being for three years. The regiment participated in the capture of Fort McHenry, and was actively engaged at Fort Donelson, Shiloh and Corinth. It was mustered out at Little Rock, Dec. 16, 1865, and Dec. 31, thereafter, arrived at Springfield, Ill., for payment and discharge. The aggregate enlistments in the regiment, from its organization to date of discharge (rank and file), numbered 2,043.

NINETEENTH INFANTRY. Mustered into the United States service for three years, June 17, 1861, at Chicago, embracing four companies which had been accepted under the call for three months' men; participated in the battle of Stone River and in the Tullahoma and Chattanooga campaigns; was also engaged at Davis' Cross Roads, Chickamauga, Missionary Ridge and Resaca. It was mustered out of service on July 9, 1864, at Chicago. Originally consisting of nearly 1,000 men, besides a large number of recruits received during the war, its strength at the final muster-out was less than 350.

TWENTIETH INFANTRY. Organized, May 14, 1861, at Joliet, and June 13, 1861, and mustered into the service for a term of three years. It participated in the following engagements, battles, sieges, etc.: Fredericktown (Mo.), Fort Donelson, Shiloh, Corinth, Thompson's Plantation, Champion Hills, Big Black River, Vicksburg, Kenesaw Mountain and Atlanta. After marching through the Carolinas, the regiment was finally ordered to Louisville, where it was mustered out, July 16, 1865, receiving its final discharge at Chicago, on July 24.

TWENTY-FIRST INFANTRY. Organized under the "Ten Regiment Bill," from the (then) Seventh Congressional District, at Mattoon, and mustered into service for three years, June 28, 1861. Its first Colonel was U. S. Grant, who was in command until August 7, when he was commissioned Brigadier-General. It was engaged at Fredericktown (Mo.), Corinth, Perryville, Murfreesboro, Liberty Gap, Chickamauga, Jonesboro, Franklin and Nashville. The regiment re-enlisted as veterans, at Chattanooga, in February, 1864. From June, 1864, to December, 1865, it was on duty in Texas. Mustered out at San Antonio, Dec. 16, 1865, and paid off and discharged at Springfield, Jan. 18, 1866.

TWENTY-SECOND INFANTRY. Organized at Belleville, and mustered into service, for three years, at Caseyville, Ill., June 25, 1861; was engaged at Belmont, Charleston (Mo.), Sikestown, Tiptonville, Farmington, Corinth, Stone River, Chickamauga, Missionary Ridge, Resaca, New Hope Church, and all the battles of the Atlanta campaign, except Rocky Face Ridge. It was mustered out at Springfield, July 7, 1864, the veterans and recruits, whose term of service had not expired, being consolidated with the Forty-second Regiment Illinois Infantry Volunteers.

TWENTY-THIRD INFANTRY. The organization of the Twenty-third Infantry Volunteers commenced, at Chicago, under the popular name of

the "Irish Brigade," immediately upon the opening of hostilities at Sumter. The formal muster of the regiment, under the command of Col. James A. Mulligan, was made, June 15, 1861, at Chicago, when it was occupying barracks known as Kane's brewery near the river on West Polk Street. It was early ordered to Northern Missouri, and was doing garrison duty at Lexington, when, in September, 1861, it surrendered with the rest of the garrison, to the forces under the rebel General Price, and was paroled. From Oct. 8, 1861, to June 14, 1862, it was detailed to guard prisoners at Camp Douglas. Thereafter it participated in engagements in the Virginias, as follows: at South Fork, Greenland Gap, Philippi, Hedgeville, Leetown, Maryland Heights, Snicker's Gap, Kernstown, Cedar Creek, Winchester, Charlestown, Berryville, Opequan Creek, Fisher's Hill, Harrisonburg, Hatcher's Run and Petersburg. It also took part in the siege of Richmond and the pursuit of Lee, being present at the surrender at Appomattox. In January and February, 1864, the regiment re-enlisted as veterans, at Greenland Gap, W. Va. In August, 1864, the ten companies of the Regiment, then numbering 440, were consolidated into five companies and designated, "Battalion, Twenty-third Regiment, Illinois Veteran Volunteer Infantry." The regiment was thanked by Congress for its part at Lexington, and was authorized to inscribe Lexington upon its colors. (See also *Mulligan, James A.*)

TWENTY-FOURTH INFANTRY, (known as the First Hecker Regiment). Organized at Chicago, with two companies—to-wit: the Union Cadets and the Lincoln Rifles—from the three months' service, in June, 1861, and mustered in, July 8, 1861. It participated in the battles of Perryville, Murfreesboro, Chickamauga, Resaca, Kenesaw Mountain and other engagements in the Atlanta campaign. It was mustered out of service at Chicago, August 6, 1864. A fraction of the regiment, which had been recruited in the field, and whose term of service had not expired at the date of muster-out, was organized into one company and attached to the Third Brigade, First Division, Fourteenth Army Corps, and mustered out at Camp Butler, August 1, 1865.

TWENTY-FIFTH INFANTRY. Organized from the counties of Kankakee, Iroquois, Ford, Vermilion, Douglas, Coles, Champaign and Edgar, and mustered into service at St. Louis, August 4, 1861. It participated in the battles of Pea Ridge, Stone River, Chickamauga, Missionary Ridge, in the siege of Corinth, the battle of Kenesaw Moun-

tain, the siege of Atlanta, and innumerable skirmishes; was mustered out at Springfield, Sept. 5, 1864. During its three years' service the regiment traveled 4,962 miles, of which 3,252 were on foot, the remainder by steamboat and railroad.

TWENTY-SIXTH INFANTRY. Mustered into service, consisting of seven companies, at Springfield, August 31, 1861. On Jan. 1, 1864, the regiment re-enlisted as veterans. It was authorized by the commanding General to inscribe upon its banners "New Madrid"; "Island No. 10;" "Farmington;" "Siege of Corinth;" "Iuka;" "Corinth—3d and 4th, 1862;" "Resaca;" "Kenesaw;" "Ezra Church;" "Atlanta;" "Jonesboro;" "Griswoldville;" "McAllister;" "Savannah;" "Columbia," and "Bentonville." It was mustered out at Louisville, July 20, 1865, and paid off and discharged, at Springfield, July 28—the regiment having marched, during its four years of service, 6,931 miles, and fought twenty-eight hard battles, besides innumerable skirmishes.

TWENTY-SEVENTH INFANTRY. First organized, with only seven companies, at Springfield, August 10, 1861, and organization completed by the addition of three more companies, at Cairo, on September 1. It took part in the battle of Belmont, the siege of Island No. 10, and the battles of Farmington, Nashville, Murfreesboro, Chickamauga, Missionary Ridge, Rocky Face Ridge, Resaca, Calhoun, Adairsville, Dallas, Pine Top Mountain and Kenesaw Mountain, as well as in the investment of Atlanta; was relieved from duty, August 25, 1864, while at the front, and mustered out at Springfield, September 20. Its veterans, with the recruits whose term of service had not expired, were consolidated with the Ninth Infantry.

TWENTY-EIGHTH INFANTRY. Composed of companies from Pike, Fulton, Schuyler, Mason, Scott and Menard Counties; was organized at Springfield, August 15, 1861, and mustered into service for three years. It participated in the battles of Shiloh and Metamora, the siege of Vicksburg and the battles of Jackson, Mississippi, and Fort Beauregard, and in the capture of Spanish Fort, Fort Blakely and Mobile. From June, 1864, to March, 1866, it was stationed in Texas, and was mustered out at Brownsville, in that State, March 15, 1866, having served four years and seven months. It was discharged, at Springfield, May 13, 1866.

TWENTY-NINTH INFANTRY. Mustered into service at Springfield, August 19, 1861, and was engaged at Fort Donelson and Shiloh, and in the sieges of Corinth, Vicksburg and Mobile. Eight

companies were detailed for duty at Holly Springs, and were there captured by General Van Dorn, in December, 1862, but were exchanged, six months later. In January, 1864, the regiment re-enlisted as veterans, and, from June, 1864, to November, 1865, was on duty in Texas. It was mustered out of service in that State, Nov. 6, 1865, and received final discharge on November 28.

THIRTIETH INFANTRY. Organized at Springfield, August 28, 1861; was engaged at Belmont, Fort Donelson, the siege of Corinth, Median Station, Raymond, Champion Hills, the sieges of Vicksburg and Jackson, Big Shanty, Atlanta, Savannah, Pocotaligo, Orangeburg, Columbia, Cheraw, and Fayetteville; mustered out, July 17, 1865, and received final payment and discharge at Springfield, July 27, 1865.

THIRTY-FIRST INFANTRY. Organized at Cairo, and there mustered into service on Sept. 18, 1861; was engaged at Belmont, Fort Donelson, Shiloh, in the two expeditions against Vicksburg, at Thompson's Hill, Ingram Heights, Raymond, Jackson, Champion Hill, Big Shanty, Kenesaw Mountain, Atlanta, Lovejoy Station and Jonesboro; also participated in the "March to the Sea" and took part in the battles and skirmishes at Columbia, Cheraw, Fayetteville and Bentonville. A majority of the regiment re-enlisted as veterans in March, 1864. It was mustered out at Louisville, July 19, 1865, and finally discharged at Springfield, July 23.

THIRTY-SECOND INFANTRY. Organized at Springfield and mustered into service, Dec. 31, 1861. By special authority from the War Department, it originally consisted of ten companies of infantry, one of cavalry, and a battery. It was engaged at Fort Donelson, Shiloh, in the sieges of Corinth and Vicksburg, and in the battles of La Grange, Grand Junction, Metamora, Harrisonburg, Kenesaw Mountain, Nickajack Creek, Allatoona, Savannah, Columbia, Cheraw and Bentonville. In January, 1864, the regiment re-enlisted as veterans, and, in June, 1865, was ordered to Fort Leavenworth. Mustered out there, Sept. 16, 1865, and finally discharged at Springfield.

THIRTY-THIRD INFANTRY. Organized and mustered into service at Springfield in September, 1861; was engaged at Fredericktown (Mo.), Port Gibson, Champion Hills, Black River Bridge, the assault and siege of Vicksburg, siege of Jackson, Fort Esperanza, and in the expedition against Mobile. The regiment veteranized at Vicksburg, Jan. 1, 1864; was mustered out, at the same point, Nov. 24, 1865, and finally discharged at Spring-

field, Dec. 6 and 7, 1865. The aggregate enrollment of the regiment was between 1,900 and 2,000.

THIRTY-FOURTH INFANTRY. Organized at Springfield, Sept. 7, 1861; was engaged at Shiloh, Corinth, Murfreesboro, Rocky Face Ridge, Resaca, Big Shanty, Kenesaw Mountain, Atlanta, Jonesboro, and, after participating in the "March to the Sea" and through the Carolinas, took part in the battle of Bentonville. After the surrender of Johnston, the regiment went with Sherman's Army to Washington, D. C., and took part in the grand review, May 24, 1865; left Washington, June 12, and arrived at Louisville, Ky., June 18, where it was mustered out, on July 12; was discharged and paid at Chicago, July 17, 1865.

THIRTY-FIFTH INFANTRY. Organized at Decatur on July 3, 1861, and its services tendered to the President, being accepted by the Secretary of War as "Col. G. A. Smith's Independent Regiment of Illinois Volunteers," on July 23, and mustered into service at St. Louis, August 12. It was engaged at Pea Ridge and in the siege of Corinth, also participated in the battles of Perryville, Stone River, Chickamauga, Missionary Ridge, Rocky Face Ridge, Resaca, Dallas and Kenesaw. Its final muster-out took place at Springfield, Sept. 27, 1864, the regiment having marched (exclusive of railroad and steamboat transportation) 3,056 miles.

THIRTY-SIXTH INFANTRY. Organized at Camp Hammond, near Aurora, Ill., and mustered into service, Sept. 23, 1861, for a term of three years. The regiment, at its organization, numbered 965 officers and enlisted men, and had two companies of Cavalry ("A" and "B"), 186 officers and men. It was engaged at Leetown, Pea Ridge, Perryville, Stone River, Chickamauga, the siege of Chattanooga, Missionary Ridge, Rocky Face Ridge, Resaca, Adairsville, New Hope Church, Kenesaw Mountain, Peach Tree Creek, Jonesboro, Franklin and Nashville. Mustered out, Oct. 8, 1865, and disbanded, at Springfield, Oct. 27, having marched and been transported, during its term of service, more than 10,000 miles.

THIRTY-SEVENTH INFANTRY. Familiarly known as "Fremont Rifles"; organized in August, 1861, and mustered into service, Sept. 18. The regiment was presented with battle-flags by the Chicago Board of Trade. It participated in the battles of Pea Ridge, Neosho, Prairie Grove and Chalk Bluffs, the siege of Vicksburg, and in the battles of Yazoo City and Morgan's Bend. In October, 1863, it was ordered to the defense of the frontier along the Rio Grande; re-enlisted as

veterans in February, 1864; took part in the siege and storming of Fort Blakely and the capture of Mobile; from July, 1865, to May, 1866, was again on duty in Texas; was mustered out at Houston, May 15, 1866, and finally discharged at Springfield, May 31, having traveled some 17,000 miles, of which nearly 3,300 were by marching.

THIRTY-EIGHTH INFANTRY. Organized at Springfield, in September, 1861. The regiment was engaged in the battles of Fredericktown, Perryville, Knob Gap, Stone River, Liberty Gap, Chickamauga, Pine Top, Kenesaw Mountain, Atlanta, Jonesboro, Franklin and Nashville; re-enlisted as veterans in February, 1864; from June to December, 1865, was on duty in Louisiana and Texas; was mustered out at Victoria, Texas, Dec. 31, 1865, and received final discharge at Springfield.

THIRTY-NINTH INFANTRY. The organization of this Regiment was commenced as soon as the news of the firing on Fort Sumter reached Chicago. General Thomas O. Osborne was one of its contemplated field officers, and labored zealously to get it accepted under the first call for troops, but did not accomplish his object. The regiment had already assumed the name of the "Yates Phalanx" in honor of Governor Yates. It was accepted by the War Department on the day succeeding the first Bull Run disaster (July 22, 1861), and Austin Light, of Chicago, was appointed Colonel. Under his direction the organization was completed, and the regiment left Camp Mather, Chicago, on the morning of Oct. 13, 1861. It participated in the battles of Winchester, Malvern Hill (the second), Morris Island, Fort Wagner, Drury's Bluff, and in numerous engagements before Petersburg and Richmond, including the capture of Fort Gregg, and was present at Lee's surrender at Appomattox. In the meantime the regiment re-enlisted as veterans, at Hilton Head, S. C., in September, 1863. It was mustered out at Norfolk, Dec. 6, 1865, and received final discharge at Chicago, December 16.

FORTIETH INFANTRY. Enlisted from the counties of Franklin, Hamilton, Wayne, White, Wabash, Marion, Clay and Fayette, and mustered into service for three years at Springfield, August 10, 1861. It was engaged at Shiloh, in the siege of Corinth, at Jackson (Miss.), in the siege of Vicksburg, at Missionary Ridge, New Hope Church, Black Jack Knob, Kenesaw Mountain, Atlanta, Jonesboro, Ezra Chapel, Griswoldville, siege of Savannah, Columbia (S. C.), and Bentonville. It re-enlisted, as veterans, at

Scottsboro, Ala., Jan. 1, 1864, and was mustered out at Louisville, July 24, 1865, receiving final discharge at Springfield.

FORTY-FIRST INFANTRY. Organized at Decatur during July and August, 1861, and was mustered into service, August 5. It was engaged at Fort Donelson, Shiloh, the siege of Corinth, the second battle of Corinth, the siege of Vicksburg and Jackson, in the Red River campaign, at Guntown, Kenesaw Mountain and Allatoona, and participated in the "March to the Sea." It re-enlisted, as veterans, March 17, 1864, at Vicksburg, and was consolidated with the Fifty-third Infantry, Jan. 4, 1865, forming Companies G and H.

FORTY-SECOND INFANTRY. Organized at Chicago, July 22, 1861; was engaged at Island No. 10, the siege of Corinth, battles of Farmington, Columbia (Tenn.), was besieged at Nashville, engaged at Stone River, in the Tullahoma campaign, at Chickamauga, Missionary Ridge, Rocky Face Ridge, Resaca, Adairsville, New Hope Church, Pine and Kenesaw Mountains, Peach Tree Creek, Atlanta, Jonesboro, Lovejoy Station, Spring Hill, Franklin and Nashville. It re-enlisted, as veterans, Jan. 1, 1864; was stationed in Texas from July to December, 1865; was mustered out at Indianola, in that State, Dec. 16, 1865, and finally discharged, at Springfield, Jan. 12, 1866.

FORTY-THIRD INFANTRY. Organized at Springfield in September, 1861, and mustered into service on Oct. 12. The regiment took part in the battles of Fort Donelson, Shiloh and in the campaigns in West Tennessee, Mississippi and Arkansas; was mustered out at Little Rock, Nov. 30, 1865, and returned to Springfield for final pay and discharge, Dec. 14, 1865.

FORTY-FOURTH INFANTRY. Organized in August, 1861, at Chicago, and mustered into service, Sept. 13, 1861; was engaged at Pea Ridge, Perryville, Stone River, Hoover's Gap, Shelbyville, Tullahoma, Chickamauga, Missionary Ridge, Buzzard's Roost, Rocky Face Ridge, Adairsville, Dallas, New Hope Church, Kenesaw Mountain, Gulp's Farm, Chattahoochee River, Peach Tree Creek, Atlanta, Jonesboro, Franklin and Nashville. The regiment re-enlisted as veterans in Tennessee, in January, 1864. From June to September, 1865, it was stationed in Louisiana and Texas, was mustered out at Port Lavaca, Sept. 25, 1865, and received final discharge, at Springfield, three weeks later.

FORTY-FIFTH INFANTRY. Originally called the "Washburne Lead Mine Regiment"; was organized at Galena, July 23, 1861, and mustered

into service at Chicago, Dec. 25, 1861. It was engaged at Fort Donelson, Shiloh, the siege of Corinth, battle of Medan, the campaign against Vicksburg, the Meridian raid, the Atlanta campaign, the "March to the Sea," and the advance through the Carolinas. The regiment veteranized in January, 1864; was mustered out of service at Louisville, Ky., July 12, 1865, and arrived in Chicago, July 15, 1865, for final pay and discharge. Distance marched in four years, 1,750 miles.

FORTY-SIXTH INFANTRY. Organized at Springfield, Dec. 28, 1861; was engaged at Fort Donelson, Shiloh, the siege of Corinth, battle of Metamora, siege of Vicksburg (where five companies of the regiment were captured), in the reduction of Spanish Fort and Fort Blakeley, and the capture of Mobile. It was mustered in as a veteran regiment, Jan. 4, 1864. From May, 1865, to January, 1866, it was on duty in Louisiana; was mustered out at Baton Rouge, Jan. 20, 1866, and, on Feb. 1, 1866, finally paid and discharged at Springfield.

FORTY-SEVENTH INFANTRY. Organized and mustered into service at Peoria, Ill., on August 16, 1861. The regiment took part in the expedition against New Madrid and Island No. 10; also participated in the battles of Farmington, Iuka, the second battle of Corinth, the capture of Jackson, the siege of Vicksburg, the Red River expedition and the battle of Pleasant Hill, and in the struggle at Lake Chicot. It was ordered to Chicago to assist in quelling an anticipated riot, in 1864, but, returning to the front, took part in the reduction of Spanish Fort and the capture of Mobile; was mustered out, Jan. 21, 1866, at Selma, Ala., and ordered to Springfield, where it received final pay and discharge. Those members of the regiment who did not re-enlist as veterans were mustered out, Oct. 11, 1864.

FORTY-EIGHTH INFANTRY. Organized at Springfield, September, 1861, and participated in battles and sieges as follows: Fort Henry and Fort Donelson, Shiloh, Corinth (siege of), Vicksburg (first expedition against), Missionary Ridge, as well as in the Atlanta campaign and the "March to the Sea." The regiment re-enlisted as veterans, at Scottsboro, Ala., Jan. 1, 1864; was mustered out, August 15, 1865, at Little Rock, Ark., and ordered to Springfield for final discharge, arriving, August 21, 1865. The distance marched was 3,000 miles; moved by water, 5,000; by railroad, 3,450—total, 11,450.

FORTY-NINTH INFANTRY. Organized at Springfield, Ill., Dec. 31, 1861; was engaged at Fort

Donelson, Shiloh and Little Rock; took part in the campaign against Meridian and in the Red River expedition, being in the battle of Pleasant Hill, Jan. 15, 1864; three-fourths of the regiment re-enlisted and were mustered in as veterans, returning to Illinois on furlough. The non-veterans took part in the battle of Tupelo. The regiment participated in the battle of Nashville, and was mustered out, Sept. 9, 1865, at Paducah, Ky., and arrived at Springfield, Sept. 15, 1865, for final payment and discharge.

FIFTIETH INFANTRY. Organized at Quincy, in August, 1861, and mustered into service, Sept. 12, 1861; was engaged at Fort Donelson, Shiloh, the siege of Corinth, the second battle of Corinth, Allatoona and Bentonville, besides many minor engagements. The regiment was mounted, Nov. 17, 1863; re-enlisted as veterans, Jan. 1, 1864, was mustered out at Louisville, July 13, 1865, and reached Springfield, the following day, for final pay and discharge.

FIFTY-FIRST INFANTRY. Organized at Chicago, Dec. 24, 1861; was engaged at New Madrid, Island No. 10, Farmington, the siege of Corinth, Stone River, Chickamauga, Missionary Ridge, Rocky Face Ridge, Resaca, Dallas, Kenesaw Mountain, Peach Tree Creek, Atlanta, Jonesboro, Spring Hill, Franklin and Nashville. The regiment was mustered in as veterans, Feb. 16, 1864; from July to September, 1865, was on duty in Texas, and mustered out, Sept. 25, 1865, at Camp Irwin, Texas, arriving at Springfield, Ill., Oct. 15, 1865, for final payment and discharge.

FIFTY-SECOND INFANTRY. Organized at Geneva in November, 1861, and mustered into service, Nov. 19. The regiment participated in the following battles, sieges and expeditions: Shiloh, Corinth (siege and second battle of), Iuka, Town Creek, Snake Creek Gap, Resaca, Lay's Ferry, Rome Cross Roads, Dallas, Kenesaw Mountain, Nickajack Creek, Decatur, Atlanta, Jonesboro and Bentonville. It veteranized, Jan. 9, 1864; was mustered out at Louisville, July 4, 1865, and received final payment and discharge at Springfield, July 12.

FIFTY-THIRD INFANTRY. Organized at Ottawa in the winter of 1861-62, and ordered to Chicago, Feb. 27, 1862, to complete its organization. It took part in the siege of Corinth, and was engaged at Davis' Bridge, the siege of Vicksburg, in the Meridian campaign, at Jackson, the siege of Atlanta, the "March to the Sea," the capture of Savannah and the campaign in the Carolinas, including the battle of Bentonville. The regiment was mustered out of service at Louisville,

July 22, 1865, and received final discharge, at Chicago, July 28. It marched 2,855 miles, and was transported by boat and cars, 4,168 miles. Over 1,800 officers and men belonged to the regiment during its term of service.

FIFTY-FOURTH INFANTRY. Organized at Anna, in November, 1861, as a part of the "Kentucky Brigade," and was mustered into service, Feb. 18, 1862. No complete history of the regiment can be given, owing to the loss of its official records. It served mainly in Kentucky, Tennessee, Mississippi and Arkansas, and always effectively. Three-fourths of the men re-enlisted as veterans, in January, 1864. Six companies were captured by the rebel General Shelby, in August, 1864, and were exchanged, the following December. The regiment was mustered out at Little Rock, Oct. 15, 1865; arrived at Springfield, Oct. 26, and was discharged. During its organization, the regiment had 1,342 enlisted men and 71 commissioned officers.

FIFTY-FIFTH INFANTRY. Organized at Chicago, and mustered into service, Oct. 31, 1861. The regiment originally formed a part of the "Douglas Brigade," being chiefly recruited from the young farmers of Fulton, McDonough, Grundy, La Salle, De Kalb, Kane and Winnebago Counties. It participated in the battles of Shiloh and Corinth, and in the Tallahatchie campaign; in the battles of Chickasaw Bayou, Arkansas Post, around Vicksburg, and at Missionary Ridge; was in the Atlanta campaign, notably in the battles of Kenesaw Mountain and Jonesboro. In all, it was engaged in thirty-one battles, and was 128 days under fire. The total mileage traveled amounted to 11,965, of which 3,240 miles were actually marched. Re-enlisted as veterans, while at Larkinsville, Tenn., was mustered out at Little Rock, August 14, 1865, receiving final discharge at Chicago, the same month.

FIFTY-SIXTH INFANTRY. Organized with companies principally enlisted from the counties of Massac, Pope, Gallatin, Saline, White, Hamilton, Franklin and Wayne, and mustered in at Camp Mather, near Shawneetown. The regiment participated in the siege, and second battle, of Corinth, the Yazoo expedition, the siege of Vicksburg—being engaged at Champion Hills, and in numerous assaults; also took part in the battles of Missionary Ridge and Resaca, and in the campaign in the Carolinas, including the battle of Bentonville. Some 200 members of the regiment perished in a wreck off Cape Hatteras, March 31, 1865. It was mustered out in Arkansas, August 12, 1865.

FIFTY-SEVENTH INFANTRY. Mustered into service, Dec. 26, 1861, at Chicago; took part in the battles of Fort Donelson and Shiloh, the siege of Corinth, and the second battle at that point; was also engaged at Resaca, Rome Cross Roads and Allatoona; participated in the investment and capture of Savannah, and the campaign through the Carolinas, including the battle of Bentonville. It was mustered out at Louisville, July 7, 1865, and received final discharge at Chicago, July 14.

FIFTY-EIGHTH INFANTRY. Recruited at Chicago, Feb. 11, 1862; participated in the battles of Fort Donelson and Shiloh, a large number of the regiment being captured during the latter engagement, but subsequently exchanged. It took part in the siege of Corinth and the battle of Iuka, after which detachments were sent to Springfield for recruiting and for guarding prisoners. Returning to the front, the regiment was engaged in the capture of Meridian, the Red River campaign, the taking of Fort de Russey, and in many minor battles in Louisiana. It was mustered out at Montgomery, Ala., April 1, 1866, and ordered to Springfield for final payment and discharge.

FIFTY-NINTH INFANTRY. Originally known as the Ninth Missouri Infantry, although wholly recruited in Illinois. It was organized at St. Louis, Sept. 18, 1861, the name being changed to the Fifty-ninth Illinois, Feb. 12, 1862, by order of the War Department. It was engaged at Pea Ridge, formed part of the reserve at Farmington, took part at Perryville, Nolansville, Knob Gap and Murfreesboro, in the Tullahoma campaign and the siege of Chattanooga, in the battles of Missionary Ridge, Resaca, Adairsville, Kingston, Dallas, Ackworth, Pine Top, Kenesaw Mountain, Smyrna, Atlanta, Spring Hill, Franklin and Nashville. Having re-enlisted as veterans, the regiment was ordered to Texas, in June, 1865, where it was mustered out, December, 1865, receiving its final discharge at Springfield.

SIXTIETH INFANTRY. Organized at Anna, Ill., Feb. 17, 1862; took part in the siege of Corinth and was besieged at Nashville. The regiment re-enlisted as veterans while at the front, in January, 1864; participated in the battles of Buzzard's Roost, Ringgold, Dalton, Resaca, Rome, Dallas, New Hope Church, Kenesaw Mountain, Nickajack, Peach Tree Creek, Atlanta, Jonesboro, Averysboro and Bentonville; was mustered out at Louisville, July 31, 1865, and received final discharge at Springfield.

SIXTY-FIRST INFANTRY. Organized at Carrollton, Ill., three full companies being mustered

in, Feb. 5, 1862. On February 21, the regiment, being still incomplete, moved to Benton Barracks, Mo., where a sufficient number of recruits joined to make nine full companies. The regiment was engaged at Shiloh and Bolivar, took part in the Yazoo expedition, and re-enlisted as veterans early in 1864. Later, it took part in the battle of Wilkinson's Pike (near Murfreesboro), and other engagements near that point; was mustered out at Nashville, Tenn., Sept. 8, 1865, and paid off and discharged at Springfield, September 27.

SIXTY-SECOND INFANTRY. Organized at Anna, Ill., April 10, 1862; after being engaged in several skirmishes, the regiment sustained a loss of 170 men, who were captured and paroled at Holly Springs, Miss., by the rebel General Van Dorn, where the regimental records were destroyed. The regiment took part in forcing the evacuation of Little Rock; re-enlisted, as veterans, Jan. 9, 1864; was mustered out at Little Rock, March 6, 1866, and ordered to Springfield for final payment and discharge.

SIXTY-THIRD INFANTRY. Organized at Anna, in December, 1861, and mustered into service, April 10, 1862. It participated in the first investment of Vicksburg, the capture of Richmond Hill, La., and in the battle of Missionary Ridge. On Jan. 1, 1864, 272 men re-enlisted as veterans. It took part in the capture of Savannah and in Sherman's march through the Carolinas, participating in its important battles and skirmishes; was mustered out at Louisville, July 13, 1865, reaching Springfield, July 16. The total distance traveled was 6,453 miles, of which 2,250 was on the march.

SIXTY-FOURTH INFANTRY. Organized at Springfield, December, 1861, as the "First Battalion of Yates Sharp Shooters." The last company was mustered in, Dec. 31, 1861. The regiment was engaged at New Madrid, the siege of Corinth, Chambers' Creek, the second battle of Corinth, Resaca, Dallas, Kenesaw Mountain, Decatur, the siege of Atlanta, the investment of Savannah and the battle of Bentonville; re-enlisted as veterans, in January, 1864; was mustered out at Louisville, July 11, 1865, and finally discharged, at Chicago, July 18.

SIXTY-FIFTH INFANTRY. Originally known as the "Scotch Regiment"; was organized at Chicago, and mustered in, May 1, 1862. It was captured and paroled at Harper's Ferry, and ordered to Chicago; was exchanged in April, 1863; took part in Burnside's defense of Knoxville; re-enlisted as veterans in March, 1864, and participated

in the Atlanta campaign and the "March to the Sea." It was engaged in battles at Columbia (Tenn.), Franklin and Nashville, and later, near Federal Point and Smithtown, N. C., being mustered out, July 13, 1865, and receiving final payment and discharge at Chicago, July 26, 1865.

SIXTY-SIXTH INFANTRY. Organized at Benton Barracks, near St. Louis, Mo., during September and October, 1861—being designed as a regiment of "Western Sharp Shooters" from Illinois, Missouri, Wisconsin, Iowa, Minnesota, Indiana and Ohio. It was mustered in, Nov. 23, 1861, was engaged at Mount Zion (Mo.), Fort Donelson, Shiloh, the siege of Corinth, Iuka, the second battle of Corinth, in the Atlanta campaign, the "March to the Sea" and the campaign through the Carolinas. The regiment was variously known as the Fourteenth Missouri Volunteers, Birge's Western Sharpshooters, and the Sixty-sixth Illinois Infantry. The latter (and final) name was conferred by the Secretary of War, Nov. 20, 1862. It re-enlisted (for the veteran service), in December, 1863, was mustered out at Camp Logan, Ky., July 7, 1865, and paid off and discharged at Springfield, July 15.

SIXTY-SEVENTH INFANTRY. Organized at Chicago, June 13, 1862, for three months' service, in response to an urgent call for the defense of Washington. The Sixty-seventh, by doing guard duty at the camps at Chicago and Springfield, relieved the veterans, who were sent to the front.

SIXTY-EIGHTH INFANTRY. Enlisted in response to a call made by the Governor, early in the summer of 1862, for State troops to serve for three months as State Militia, and was mustered in early in June, 1862. It was afterwards mustered into the United States service as Illinois Volunteers, by petition of the men, and received marching orders, July 5, 1862; mustered out, at Springfield, Sept. 26, 1862—many of the men re-enlisting in other regiments.

SIXTY-NINTH INFANTRY. Organized at Camp Douglas, Chicago, and mustered into service for three months, June 14, 1862. It remained on duty at Camp Douglas, guarding the camp and rebel prisoners.

SEVENTIETH INFANTRY. Organized at Camp Butler, near Springfield, and mustered in, July 4, 1862. It remained at Camp Butler doing guard duty. Its term of service was three months.

SEVENTY-FIRST INFANTRY. Mustered into service, July 26, 1862, at Chicago, for three months. Its service was confined to garrison duty in Illinois and Kentucky, being mustered out at Chicago, Oct. 29, 1862.

SEVENTY-SECOND INFANTRY. Organized at Chicago, as the First Regiment of the Chicago Board of Trade, and mustered into service for three years, August 23, 1862. It was engaged at Champion Hill, Vicksburg, Natchez, Franklin, Nashville, Spanish Fort and Fort Blakely; mustered out of service, at Vicksburg, August 6, 1865, and discharged at Chicago.

SEVENTY-THIRD INFANTRY. Recruited from the counties of Adams, Champaign, Christian, Hancock, Jackson, Logan, Piatt, Pike, Sangamon, Tazewell and Vermilion, and mustered into service at Springfield, August 21, 1862, 900 strong. It participated in the battles of Stone River, Perryville, Chickamauga, Missionary Ridge, Resaca, Adairsville, Burnt Hickory, Pine and Lost Mountains, New Hope Church, Kenesaw Mountain, Peach Tree Creek, Spring Hill, Franklin and Nashville; was mustered out at Nashville, June 12, 1865, and, a few days later, went to Springfield to receive pay and final discharge.

SEVENTY-FOURTH INFANTRY. Organized at Rockford, in August, 1862, and mustered into service September 4. It was recruited from Winnebago, Ogle and Stephenson Counties. This regiment was engaged at Perryville, Murfreesboro and Nolansville, took part in the Tullahoma campaign, and the battles of Missionary Ridge, Resaca, Adairsville, Dallas, Kenesaw Mountain, Tunnel Hill, and Rocky Face Ridge, the siege of Atlanta, and the battles of Spring Hill, Franklin and Nashville. It was mustered out at Nashville, June 10, 1865, with 343 officers and men, the aggregate number enrolled having been 1,001.

SEVENTY-FIFTH INFANTRY. Organized at Dixon, and mustered into service, Sept. 2, 1862. The regiment participated in the battles of Perryville, Nolansville, Stone River, Lookout Mountain, Dalton, Resaca, Marietta, Kenesaw, Franklin and Nashville; was mustered out at Nashville, June 12, 1865, and finally discharged at Chicago, July 1, following.

SEVENTY-SIXTH INFANTRY. Organized at Kankakee, Ill., in August, 1862, and mustered into the service, August 22, 1862; took part in the siege of Vicksburg, the engagement at Jackson, the campaign against Meridian, the expedition to Yazoo City, and the capture of Mobile, was ordered to Texas in June, 1865, and mustered out at Galveston, July 22, 1865, being paid off and disbanded at Chicago, August 4, 1865—having traveled 10,000 miles.

SEVENTY-SEVENTH INFANTRY. Organized and mustered into service, Sept. 3, 1862, at Peoria; was engaged in the battles of Chickasaw Bayou,

Arkansas Post, the siege of Vicksburg (including the battle of Champion Hills), the capture of Jackson, the Red River expedition, and the battles of Sabine Cross Roads and Pleasant Hill; the reduction of Forts Gaines and Morgan, and the capture of Spanish Fort, Fort Blakely and Mobile. It was mustered out of service at Mobile, July 10, 1865, and ordered to Springfield for final payment and discharge, where it arrived, July 22, 1865, having participated in sixteen battles and sieges.

SEVENTY-EIGHTH INFANTRY. Organized at Quincy, and mustered into service, Sept. 1, 1862; participated in the battles of Chickamauga, Missionary Ridge, Buzzard's Roost, Resaca, Rome, New Hope Church, Kenesaw Mountain, Peach Tree Creek, Atlanta, Jonesboro, Averysboro and Bentonville; was mustered out, June 7, 1865, and sent to Chicago, where it was paid off and discharged, June 12, 1865.

SEVENTY-NINTH INFANTRY. Organized at Mattoon, in August, 1862, and mustered into service, August 28, 1862; participated in the battles of Stone River, Liberty Gap, Chickamauga, Missionary Ridge, Rocky Face Ridge, Resaca, Kenesaw Mountain, Dallas, Peach Tree Creek, Atlanta, Jonesboro, Lovejoy, Franklin and Nashville; was mustered out, June 12, 1865; arrived at Camp Butler, June 15, and, on June 23, received final pay and discharge.

EIGHTIETH INFANTRY. Organized at Centralia, Ill., in August, 1862, and mustered into service, August 25, 1862. It was engaged at Perryville, Dug's Gap, Sand Mountain and Blunt's Farm, surrendering to Forrest at the latter point. After being exchanged, it participated in the battles of Wauhatchie, Missionary Ridge, Dalton, Resaca, Adairsville, Cassville, Dallas, Pine Mountain, Kenesaw Mountain, Marietta, Peach Tree Creek, Atlanta, Jonesboro, Lovejoy Station and Nashville. The regiment traveled 6,000 miles and participated in more than twenty engagements. It was mustered out of service, June 10, 1865, and proceeded to Camp Butler for final pay and discharge.

EIGHTY-FIRST INFANTRY. Recruited from the counties of Perry, Franklin, Williamson, Jackson, Union, Pulaski and Alexander, and mustered into service at Anna, August 26, 1862. It participated in the battles of Port Gibson, Raymond, Jackson, Champion Hill, Black River Bridge, and in the siege and capture of Vicksburg. Later, the regiment was engaged at Fort de Russey, Alexandria, Guntown and Nashville, besides assisting in the investment of Mobile. It was mustered out at Chicago, August 5, 1864.

EIGHTY-SECOND INFANTRY. Sometimes called the "Second Hecker Regiment," in honor of Colonel Frederick Hecker, its first Colonel, and formerly Colonel of the Twenty-fourth Illinois Infantry—being chiefly composed of German members of Chicago. It was organized at Springfield, Sept. 26, 1862, and mustered into service, Oct. 23, 1862; participated in the battles of Fredericksburg, Gettysburg, Wauhatchie, Orchard Knob, Missionary Ridge, Resaca, New Hope Church, Dallas, Marietta, Pine Mountain, Peach Tree Creek, Atlanta and Bentonville; was mustered out of service, June 9, 1865, and returned to Chicago, June 16—having marched, during its time of service, 2,503 miles.

EIGHTY-THIRD INFANTRY. Organized at Monmouth in August, 1862, and mustered into service, August 21. It participated in repelling the rebel attack on Fort Donelson, and in numerous hard-fought skirmishes in Tennessee, but was chiefly engaged in the performance of heavy guard duty and in protecting lines of communication. The regiment was mustered out at Nashville, June 26, 1865, and finally paid off and discharged at Chicago, July 4, following.

EIGHTY-FOURTH INFANTRY. Organized at Quincy, in August, 1862, and mustered into service, Sept. 1, 1862, with 939 men and officers. The regiment was authorized to inscribe upon its battle-flag the names of Perryville, Stone River, Woodbury, Chickamauga, Lookout Mountain, Missionary Ridge, Ringgold, Dalton, Buzzard's Roost, Resaca, Burnt Hickory, Kenesaw Mountain, Smyrna, Atlanta, Jonesboro, Lovejoy Station, Franklin, and Nashville. It was mustered out, June 8, 1865.

EIGHTY-FIFTH INFANTRY. Organized at Peoria, about Sept. 1, 1862, and ordered to Louisville. It took part in the battles of Perryville, Stone River, Chickamauga, Knoxville, Dalton, Rocky-Face Ridge, Resaca, Rome, Dallas, Kenesaw, Peach Tree Creek, Atlanta, Jonesboro, Savannah, Bentonville, Goldsboro and Raleigh; was mustered out at Washington, D. C., June 5, 1865, and sent to Springfield, where the regiment was paid off and discharged on the 20th of the same month.

EIGHTY-SIXTH INFANTRY. Mustered into service, August 27, 1862, at Peoria, at which time it numbered 923 men, rank and file. It took part in the battles of Perryville, Chickamauga, Missionary Ridge, Buzzard's Roost, Resaca, Rome, Dallas, Kenesaw, Peach Tree Creek, Jonesboro, Aversboro and Bentonville; was mustered out on June 6, 1865, at Washington, D. C., arriving

on June 11, at Chicago, where, ten days later, the men received their pay and final discharge.

EIGHTY-SEVENTH INFANTRY. Enlisted in August, 1862; was composed of companies from Hamilton, Edwards, Wayne and White Counties; was organized in the latter part of August, 1862, at Shawneetown; mustered in, Oct. 3, 1862, the muster to take effect from August 2. It took part in the siege and capture of Warrenton and Jackson, and in the entire campaign through Louisiana and Southern Mississippi, participating in the battle of Sabine Cross Roads and in numerous skirmishes among the bayous, being mustered out, June 16, 1865, and ordered to Springfield, where it arrived, June 24, 1865, and was paid off and disbanded at Camp Butler, on July 2.

EIGHTY-EIGHTH INFANTRY. Organized at Chicago, in September, 1862, and known as the "Second Board of Trade Regiment." It was mustered in, Sept. 4, 1862; was engaged at Perryville, Stone River, Chickamauga, Missionary Ridge, Rocky Face Ridge, Resaca, Adairsville, New Hope Church, Pine Mountain, Mud Creek, Kenesaw Mountain, Smyrna Camp Ground, Atlanta, Jonesboro, Lovejoy Station, Franklin and Nashville; was mustered out, June 9, 1865, at Nashville, Tenn., and arrived at Chicago, June 13, 1865, where it received final pay and discharge, June 22, 1865.

EIGHTY-NINTH INFANTRY. Called the "Railroad Regiment"; was organized by the railroad companies of Illinois, at Chicago, in August, 1862, and mustered into service on the 27th of that month. It fought at Stone River, Chickamauga, Missionary Ridge, Knoxville, Resaca, Rocky Face Ridge, Pickett's Mills, Kenesaw Mountain, Peach Tree Creek, Atlanta, Jonesboro, Lovejoy's Station, Spring Hill, Columbia, Franklin and Nashville; was mustered out, June 10, 1865, in the field near Nashville, Tenn.; arrived at Chicago two days later, and was finally discharged, June 24, after a service of two years, nine months and twenty-seven days.

NINETIETH INFANTRY. Mustered into service at Chicago, Sept. 7, 1862; participated in the siege of Vicksburg and the campaign against Jackson, and was engaged at Missionary Ridge, Resaca, Dallas, New Hope Church, Big Shanty, Kenesaw Mountain, Marietta, Nickajack Creek, Roswell, Atlanta, Jonesboro and Fort McAllister. After the review at Washington, the regiment was mustered out, June 6, and returned to Chicago, June 9, 1865, where it was finally discharged.

NINETY-FIRST INFANTRY. Organized at Camp Butler, near Springfield, in August, 1862, and

mustered in on Sept. 8, 1862; participated in the campaigns against Vicksburg and New Orleans, and all along the southwestern frontier in Louisiana and Texas, as well as in the investiture and capture of Mobile. It was mustered out at Mobile, July 12, 1865, starting for home the same day, and being finally paid off and discharged on July 28, following.

NINETY-SECOND INFANTRY (Mounted). Organized and mustered into service, Sept. 4, 1862, being recruited from Ogle, Stephenson and Carroll Counties. During its term of service, the Ninety-second was in more than sixty battles and skirmishes, including Ringgold, Chickamauga, and the numerous engagements on the "March to the Sea," and during the pursuit of Johnston through the Carolinas. It was mustered out at Concord, N. C., and paid and discharged from the service at Chicago, July 10, 1865.

NINETY-THIRD INFANTRY. Organized at Chicago, in September, 1862, and mustered in, Oct. 13, 998 strong. It participated in the movements against Jackson and Vicksburg, and was engaged at Champion Hills and at Fort Fisher; also was engaged in the battles of Missionary Ridge, Dallas, Resaca, and many minor engagements, following Sherman in his campaign through the Carolinas. Mustered out of service, June 23, 1865, and, on the 25th, arrived at Chicago, receiving final payment and discharge, July 7, 1865, the regiment having marched 2,554 miles, traveled by water, 2,296 miles, and, by railroad, 1,237 miles—total, 6,087 miles.

NINETY-FOURTH INFANTRY. Organized at Bloomington in August, 1862, and enlisted wholly in McLean County. After some warm experience in Southwest Missouri, the regiment took part in the siege and capture of Vicksburg, and was, later, actively engaged in the campaigns in Louisiana and Texas. It participated in the capture of Mobile, leading the final assault. After several months of garrison duty, the regiment was mustered out at Galveston, Texas, on July 17, 1865, reaching Bloomington on August 9, following, having served just three years, marched 1,200 miles, traveled by railroad 610 miles, and, by steamer, 6,000 miles, and taken part in nine battles, sieges and skirmishes.

NINETY-FIFTH INFANTRY. Organized at Rockford and mustered into service, Sept. 4, 1862. It was recruited from the counties of McHenry and Boone—three companies from the latter and seven from the former. It took part in the campaigns in Northern Mississippi and against Vicksburg, in the Red River expedition, the campaigns

against Price in Missouri and Arkansas, against Mobile and around Atlanta. Among the battles in which the regiment was engaged were those of the Tallahatchie River, Grand Gulf, Raymond, Champion Hills, Fort de Russey, Old River, Cloutierville, Mansura, Yellow Bayou, Guntown, Nashville, Spanish Fort, Fort Blakely, Kenesaw Mountain, Chattahoochie River, Atlanta, Ezra Church, Jonesboro, Lovejoy Station and Nashville. The distance traveled by the regiment, while in the service, was 9,960 miles. It was transferred to the Forty-seventh Illinois Infantry, August 25, 1865.

NINETY-SIXTH INFANTRY. Recruited during the months of July and August, 1862, and mustered into service, as a regiment, Sept. 6, 1862. The battles engaged in included Fort Donelson, Spring Hill, Franklin, Triune, Liberty Gap, Shelbyville, Chickamauga, Wauhatchie, Lookout Mountain, Buzzard's Roost, Rocky Face Ridge, Resaca, Kingston, New Hope Church, Dallas, Pine Mountain, Kenesaw Mountain, Smyrna Camp Ground, Peach Tree Creek, Atlanta, Rough and Ready, Jonesboro, Lovejoy's Station, Franklin and Nashville. Its date of final pay and discharge was June 30, 1865.

NINETY-SEVENTH INFANTRY. Organized in August and September, 1862, and mustered in on Sept. 16; participated in the battles of Chickasaw Bluffs, Arkansas Post, Port Gibson, Champion Hills, Black River, Vicksburg, Jackson and Mobile. On July 29, 1865, it was mustered out and proceeded homeward, reaching Springfield, August 10, after an absence of three years, less a few days.

NINETY-EIGHTH INFANTRY. Organized at Centuria, September, 1862, and mustered in, Sept. 3; took part in engagements at Chickamauga, McMinnville, Farmington and Selma, besides many others of less note. It was mustered out, June 27, 1865, the recruits being transferred to the Sixty-first Illinois Volunteers. The regiment arrived at Springfield, June 30, and received final payment and discharge, July 7, 1865.

NINETY-NINTH INFANTRY. Organized in Pike County and mustered in at Florence, August 23, 1862; participated in the following battles and skirmishes: Beaver Creek, Hartsville, Magnolia Hills, Raymond, Champion Hills, Black River, Vicksburg, Jackson, Fort Esperanza, Grand Coteau, Fish River, Spanish Fort and Blakely: days under fire, 62; miles traveled, 5,900; men killed in battle, 38; men died of wounds and disease, 149; men discharged for disability, 127; men deserted, 35; officers killed in battle, 3;

officers died, 2; officers resigned, 26. The regiment was mustered out at Baton Rouge, July 31, 1865, and paid off and discharged, August 9, following.

ONE HUNDREDTH INFANTRY. Organized at Joliet, in August, 1862, and mustered in, August 30. The entire regiment was recruited in Will County. It was engaged at Bardstown, Stone River, Lookout Mountain, Missionary Ridge, and Nashville; was mustered out of service, June 12, 1865, at Nashville, Tenn., and arrived at Chicago, June 15, where it received final payment and discharge.

ONE HUNDRED AND FIRST INFANTRY. Organized at Jacksonville during the latter part of the month of August, 1862, and, on Sept. 2, 1862, was mustered in. It participated in the battles of Wauhatchie, Chattanooga, Resaca, New Hope Church, Kenesaw and Pine Mountains, Peach Tree Creek, Atlanta, Averysboro and Bentonville. On Dec. 20, 1862, five companies were captured at Holly Springs, Miss., paroled and sent to Jefferson Barracks, Mo., and formally exchanged in June, 1863. On the 7th of June, 1865, it was mustered out, and started for Springfield, where, on the 21st of June, it was paid off and disbanded.

ONE HUNDRED AND SECOND INFANTRY. Organized at Knoxville, in August, 1862, and mustered in, September 1 and 2. It was engaged at Resaca, Camp Creek, Burnt Hickory, Big Shanty, Peach Tree Creek and Averysboro; mustered out of service June 6, 1865, and started home, arriving at Chicago on the 9th, and, June 14, received final payment and discharge.

ONE HUNDRED AND THIRD INFANTRY. Recruited wholly in Fulton County, and mustered into the service, Oct. 2, 1862. It took part in the Grierson raid, the sieges of Vicksburg, Jackson, Atlanta and Savannah, and the battles of Missionary Ridge, Buzzard's Roost, Resaca, Dallas, Kenesaw Mountain and Griswoldville; was also in the campaign through the Carolinas. The regiment was mustered out at Louisville, June 21, and received final discharge at Chicago, July 9, 1865. The original strength of the regiment was 808, and 84 recruits were enlisted.

ONE HUNDRED AND FOURTH INFANTRY. Organized at Ottawa, in August, 1862, and composed almost entirely of La Salle County men. The regiment was engaged in the battles of Harts-ville, Chickamauga, Lookout Mountain, Missionary Ridge, Resaca, Peach Tree Creek, Utoy Creek, Jonesboro and Bentonville, besides many severe skirmishes; was mustered out at Washing-

ton, D. C., June 6, 1865, and, a few days later, received final discharge at Chicago.

ONE HUNDRED AND FIFTH INFANTRY. Mustered into service, Sept. 2, 1862, at Dixon, and participated in the Atlanta campaign, being engaged at Resaca, Peach Tree Creek and Atlanta, and almost constantly skirmishing; also took part in the "March to the Sea" and the campaign in the Carolinas, including the siege of Savannah and the battles of Averysboro and Bentonville. It was mustered out at Washington, D. C., June 7, 1865, and paid off and discharged at Chicago, June 17.

ONE HUNDRED AND SIXTH INFANTRY. Mustered into service at Lincoln, Sept. 18, 1862, eight of the ten companies having been recruited in Logan County, the other two being from Sangamon and Menard Counties. It aided in the defense of Jackson, Tenn., where Company "C" was captured and paroled, being exchanged in the summer of 1863; took part in the siege of Vicksburg, the Yazoo expedition, the capture of Little Rock, the battle of Clarendon, and performed service at various points in Arkansas. It was mustered out, July 12, 1865, at Pine Bluff, Ark., and arrived at Springfield, July 24, 1865, where it received final payment and discharge.

ONE HUNDRED AND SEVENTH INFANTRY. Mustered into service at Springfield, Sept. 4, 1862; was composed of six companies from DeWitt and four companies from Piatt County. It was engaged at Campbell's Station, Dandridge, Rocky-Face Ridge, Resaca, Kenesaw Mountain, Atlanta, Spring Hill, Franklin, Nashville and Fort Anderson, and mustered out, June 21, 1865, at Salisbury, N. C., reaching Springfield, for final payment and discharge, July 2, 1865.

ONE HUNDRED AND EIGHTH INFANTRY. Organized at Peoria, and mustered into service, August 28, 1862; took part in the first expedition against Vicksburg and in the battles of Arkansas Post (Fort Hindman), Port Gibson and Champion Hills; in the capture of Vicksburg, the battle of Guntown, the reduction of Spanish Fort, and the capture of Mobile. It was mustered out at Vicksburg, August 5, 1865, and received final discharge at Chicago, August 11.

ONE HUNDRED AND NINTH INFANTRY. Recruited from Union and Pulaski Counties and mustered into the service, Sept. 11, 1862. Owing to its number being greatly reduced, it was consolidated with the Eleventh Infantry in April, 1863. (See *Eleventh Infantry*.)

ONE HUNDRED AND TENTH INFANTRY. Organized at Anna and mustered in, Sept. 11, 1862; was

engaged at Stone River, Woodbury, and in numerous skirmishes in Kentucky and Tennessee. In May, 1863, the regiment was consolidated, its numbers having been greatly reduced. Subsequently it participated in the battles of Chickamauga and Missionary Ridge, the battles around Atlanta and the campaign through the Carolinas, being present at Johnston's surrender. The regiment was mustered out at Washington, D. C., June 5, 1865, and received final discharge at Chicago, June 15. The enlisted men whose term of service had not expired at date of muster-out, were consolidated into four companies and transferred to the Sixtieth Illinois Veteran Volunteer Infantry.

ONE HUNDRED AND ELEVENTH INFANTRY. Recruited from Marion, Clay, Washington, Clinton and Wayne Counties, and mustered into the service at Salem, Sept. 18, 1862. The regiment aided in the capture of Decatur, Ala.; took part in the Atlanta campaign, being engaged at Resaca, Dallas, Kenesaw, Atlanta and Jonesboro; participated in the "March to the Sea" and the campaign in the Carolinas, taking part in the battles of Fort McAllister and Bentonville. It was mustered out at Washington, D. C., June 7, 1865, receiving final discharge at Springfield, June 27, having traveled 3,736 miles, of which 1,836 was on the march.

ONE HUNDRED AND TWELFTH INFANTRY. Mustered into service at Peoria, Sept. 20 and 22, 1862; participated in the campaign in East Tennessee, under Burnside, and in that against Atlanta, under Sherman; was also engaged in the battles of Columbia, Franklin and Nashville, and the capture of Fort Anderson and Wilmington. It was mustered out at Goldsboro, N. C., June 20, 1865, and finally discharged at Chicago, July 7, 1865.

ONE HUNDRED AND THIRTEENTH INFANTRY. Left Camp Hancock (near Chicago) for the front, Nov. 6, 1862; was engaged in the Tallahatchie expedition, participated in the battle of Chickasaw Bayou, and was sent North to guard prisoners and recruit. The regiment also took part in the siege and capture of Vicksburg, was mustered out, June 20, 1865, and finally discharged at Chicago, five days later.

ONE HUNDRED AND FOURTEENTH INFANTRY. Organized in July and August, 1862, and mustered in at Springfield, Sept. 18, being recruited from Cass, Menard and Sangamon Counties. The regiment participated in the battle of Jackson (Miss.), the siege and capture of Vicksburg, and in the battles of Guntown and Harrisville, the pursuit

of Price through Missouri, the battle of Nashville, and the capture of Mobile. It was mustered out at Vicksburg, August 3, 1865, receiving final payment and discharge at Springfield, August 15, 1865.

ONE HUNDRED AND FIFTEENTH INFANTRY. Ordered to the front from Springfield, Oct. 4, 1862; was engaged at Chickamauga, Chattanooga, Missionary Ridge, Tunnel Hill, Resaca and in all the principal battles of the Atlanta campaign, and in the defense of Nashville and pursuit of Hood; was mustered out of service, June 11, 1865, and received final pay and discharge, June 23, 1865, at Springfield.

ONE HUNDRED AND SIXTEENTH INFANTRY. Recruited almost wholly from Macon County, numbering 980 officers and men when it started from Decatur for the front on Nov. 8, 1862. It participated in the battles of Chickasaw Bayou, Arkansas Post, Champion Hills, Black River Bridge, Missionary Ridge, Resaca, Dallas, Big Shanty, Kenesaw Mountain, Stone Mountain, Atlanta, Fort McAllister and Bentonville, and was mustered out, June 7, 1865, near Washington, D. C.

ONE HUNDRED AND SEVENTEENTH INFANTRY. Organized at Springfield, and mustered in, Sept. 19, 1862; participated in the Meridian campaign, the Red River expedition (assisting in the capture of Fort de Russey), and in the battles of Pleasant Hill, Yellow Bayou, Tupelo, Franklin, Nashville, Spanish Fort and Fort Blakely. It was mustered out at Springfield, August 5, 1865, having traveled 9,276 miles, 2,307 of which were marched.

ONE HUNDRED AND EIGHTEENTH INFANTRY. Organized and mustered into the service at Springfield, Nov. 7, 1862; was engaged at Chickasaw Bluffs, Arkansas Post, Port Gibson, Champion Hills, Black River Bridge, Jackson (Miss.), Grand Coteau, Jackson (La.), and Amite River. The regiment was mounted, Oct. 11, 1863, and dismounted, May 22, 1865. Oct. 1, 1865, it was mustered out, and finally discharged, Oct. 13. At the date of the muster-in, the regiment numbered 820 men and officers, received 283 recruits, making a total of 1,103; at muster-out it numbered 523. Distance marched, 2,000 miles; total distance traveled, 5,700 miles.

ONE HUNDRED AND NINETEENTH INFANTRY. Organized at Quincy, in September, 1862, and was mustered into the United States service, October 10; was engaged in the Red River campaign and in the battles of Shreveport, Yellow Bayou, Tupelo, Nashville, Spanish Fort and Fort

Blakely. Its final muster-out took place at Mobile, August 26, 1865, and its discharge at Springfield.

ONE HUNDRED AND TWENTIETH INFANTRY. Mustered into the service, Oct. 28, 1862, at Springfield; was mustered out, Sept. 7, 1865, and received final payment and discharge, September 10, at Springfield.

ONE HUNDRED AND TWENTY-FIRST INFANTRY. (The organization of this regiment was not completed.)

ONE HUNDRED AND TWENTY-SECOND INFANTRY. Organized at Carlinville, in August, 1862, and mustered into the service, Sept. 4, with 960 enlisted men. It participated in the battles of Tupelo and Nashville, and in the capture of Spanish Fort and Fort Blakely, and was mustered out, July 15, 1865, at Mobile, and finally discharged at Springfield, August 4.

ONE HUNDRED AND TWENTY-THIRD INFANTRY. Mustered into service at Mattoon, Sept. 6, 1862; participated in the battles of Perryville, Milton, Hoover's Gap, and Farmington; also took part in the entire Atlanta campaign, marching as cavalry and fighting as infantry. Later, it served as mounted infantry in Kentucky, Tennessee and Alabama, taking a prominent part in the capture of Selma. The regiment was discharged at Springfield, July 11, 1865—the recruits, whose terms had not expired, being transferred to the Sixty-first Volunteer Infantry.

ONE HUNDRED AND TWENTY-FOURTH INFANTRY. Mustered into the service, Sept. 10, 1862, at Springfield; took part in the Vicksburg campaign and in the battles of Port Gibson, Raymond and Champion Hills, the siege of Vicksburg, the Meridian raid, the Yazoo expedition, and the capture of Mobile. On the 16th of August, 1865, eleven days less than three years after the first company went into camp at Springfield, the regiment was mustered out at Chicago. Colonel Howe's history of the battle-flag of the regiment, stated that it had been borne 4,100 miles, in fourteen skirmishes, ten battles and two sieges of forty-seven days and nights, and thirteen days and nights, respectively.

ONE HUNDRED AND TWENTY-FIFTH INFANTRY. Mustered into service, Sept. 3, 1862; participated in the battles of Perryville, Chickamauga, Missionary Ridge, Kenesaw Mountain, Peach Tree Creek, Atlanta and Jonesboro, and in the "March to the Sea" and the Carolina campaign, being engaged at Averysboro and Bentonville. It was mustered out at Washington, D. C., June 9, 1865, and finally discharged at Chicago.

ONE HUNDRED AND TWENTY-SIXTH INFANTRY. Organized at Alton and mustered in, Sept. 4, 1862, and participated in the siege of Vicksburg. Six companies were engaged in skirmish line, near Humboldt, Tenn., and the regiment took part in the capture of Little Rock and in the fight at Clarendon, Ark. It was mustered out July 12, 1865.

ONE HUNDRED AND TWENTY-SEVENTH INFANTRY. Mustered into service at Chicago, Sept. 6, 1862; took part in the first campaign against Vicksburg, and in the battle of Arkansas Post, the siege of Vicksburg under Grant, the capture of Jackson (Miss.), the battles of Missionary Ridge and Lookout Mountain, the Meridian raid, and in the fighting at Resaca, Dallas, Kenesaw Mountain, Atlanta and Jonesboro; also accompanied Sherman in his march through Georgia and the Carolinas, taking part in the battle of Bentonville; was mustered out at Chicago, June 17, 1865.

ONE HUNDRED AND TWENTY-EIGHTH INFANTRY. Mustered in, Dec. 18, 1862, but remained in service less than five months, when, its number of officers and men having been reduced from 860 to 161 (largely by desertions), a number of officers were dismissed, and the few remaining officers and men were formed into a detachment, and transferred to another Illinois regiment.

ONE HUNDRED AND TWENTY-NINTH INFANTRY. Organized at Pontiac, in August, 1862, and mustered into the service Sept. 8. Prior to May, 1864, the regiment was chiefly engaged in garrison duty. It marched with Sherman in the Atlanta campaign and through Georgia and the Carolinas, and took part in the battles of Resaca, Buzzard's Roost, Lost Mountain, Dallas, Peach Tree Creek, Atlanta, Averysboro and Bentonville. It received final pay and discharge at Chicago, June 10, 1865.

ONE HUNDRED AND THIRTIETH INFANTRY. Organized at Springfield and mustered into service, Oct. 25, 1862; was engaged at Port Gibson, Champion Hills, Black River Bridge, Vicksburg, Jackson (Miss.), and in the Red River expedition. While on this expedition almost the entire regiment was captured at the battle of Mansfield, and not paroled until near the close of the war. The remaining officers and men were consolidated with the Seventy-seventh Infantry in January, 1865, and participated in the capture of Mobile. Six months later its regimental reorganization, as the One Hundred and Thirtieth, was ordered. It was mustered out at New Orleans, August 15, 1865, and discharged at Springfield, August 31.

ONE HUNDRED AND THIRTY-FIRST INFANTRY. Organized in September, 1862, and mustered into the service, Nov. 13, with 815 men, exclusive of officers. In October, 1863, it was consolidated with the Twenty-ninth Infantry, and ceased to exist as a separate organization. Up to that time the regiment had been in but a few conflicts and in no pitched battle.

ONE HUNDRED AND THIRTY-SECOND INFANTRY. Organized at Chicago and mustered in for 100 days from June 1, 1864. The regiment remained on duty at Paducah until the expiration of its service, when it moved to Chicago, and was mustered out, Oct. 17, 1864.

ONE HUNDRED AND THIRTY-THIRD INFANTRY. Organized at Springfield, and mustered in for one hundred days, May 31, 1864; was engaged during its term of service in guarding prisoners of war at Rock Island; was mustered out, Sept. 4, 1864, at Camp Butler.

ONE HUNDRED AND THIRTY-FOURTH INFANTRY. Organized at Chicago and mustered in, May 31, 1864, for 100 days; was assigned to garrison duty at Columbus, Ky., and mustered out of service, Oct. 25, 1864, at Chicago.

ONE HUNDRED AND THIRTY-FIFTH INFANTRY. Mustered in for 100-days' service at Mattoon, June 6, 1864, having a strength of 852 men. It was chiefly engaged, during its term of service, in doing garrison duty and guarding railroads. It was mustered out at Springfield, Sept. 28, 1864.

ONE HUNDRED AND THIRTY-SIXTH INFANTRY. Enlisted about the first of May, 1864, for 100 days, and went into camp at Centralia, Ill., but was not mustered into service until June 1, following. Its principal service was garrison duty, with occasional scouts and raids amongst guerrillas. At the end of its term of service the regiment re-enlisted for fifteen days; was mustered out at Springfield, Oct. 22, 1864, and discharged eight days later.

ONE HUNDRED AND THIRTY-SEVENTH INFANTRY. Organized at Quincy, with ex-Gov. John Wood as its Colonel, and mustered in, June 5, 1864, for 100 days. Was on duty at Memphis, Tenn., and mustered out of service at Springfield, Ill., Sept. 4, 1864.

ONE HUNDRED AND THIRTY-EIGHTH INFANTRY. Organized at Quincy, and mustered in, June 21, 1864, for 100 days; was assigned to garrison duty at Fort Leavenworth, Kan., and in Western Missouri. It was mustered out of service at Springfield, Ill., Oct. 14, 1864.

ONE HUNDRED AND THIRTY-NINTH INFANTRY. Mustered into service as a 100-day's regi-

ment, at Peoria, June 1, 1864; was engaged in garrison duty at Columbus and Cairo, in making reprisals for guerrilla raids, and in the pursuit of the Confederate General Price in Missouri. The latter service was rendered, at the President's request, after the term of enlistment had expired. It was mustered out at Peoria, Oct. 25, 1864, having been in the service nearly five months.

ONE HUNDRED AND FORTIETH INFANTRY. Organized as a 100-days' regiment, at Springfield, June 18, 1864, and mustered into service on that date. The regiment was engaged in guarding railroads between Memphis and Holly Springs, and in garrison duty at Memphis. After the term of enlistment had expired and the regiment had been mustered out, it aided in the pursuit of General Price through Missouri; was finally discharged at Chicago, after serving about five months.

ONE HUNDRED AND FORTY-FIRST INFANTRY. Mustered into service as a 100-days' regiment, at Elgin, June 16, 1864—strength, 842 men; departed for the field, June 27, 1864; was mustered out at Chicago, Oct. 10, 1864.

ONE HUNDRED AND FORTY-SECOND INFANTRY. Organized at Freeport as a battalion of eight companies, and sent to Camp Butler, where two companies were added and the regiment mustered into service for 100 days, June 18, 1864. It was ordered to Memphis, Tenn., five days later, and assigned to duty at White's Station, eleven miles from that city, where it was employed in guarding the Memphis & Charleston railroad. It was mustered out at Chicago, on Oct. 27, 1864, the men having voluntarily served one month beyond their term of enlistment.

ONE HUNDRED AND FORTY-THIRD INFANTRY. Organized at Mattoon, and mustered in, June 11, 1864, for 100 days. It was assigned to garrison duty, and mustered out at Mattoon, Sept. 26, 1864.

ONE HUNDRED AND FORTY-FOURTH INFANTRY. Organized at Alton, in 1864, as a one-year regiment; was mustered into the service, Oct. 21, its strength being 1,159 men. It was mustered out, July 14, 1865.

ONE HUNDRED AND FORTY-FIFTH INFANTRY. Mustered into service at Springfield, June 9, 1864; strength, 880 men. It departed for the field, June 12, 1864; was mustered out, Sept. 23, 1864.

ONE HUNDRED AND FORTY-SIXTH INFANTRY. Organized at Springfield, Sept. 18, 1864, for one year. Was assigned to the duty of guarding drafted men at Brighton, Quincy, Jacksonville

and Springfield, and mustered out at Springfield, July 5, 1865.

ONE HUNDRED AND FORTY-SEVENTH INFANTRY. Organized at Chicago, and mustered into service for one year, Feb. 18 and 19, 1865; was engaged chiefly on guard or garrison duty, in scouting and in skirmishing with guerrillas. Mustered out at Nashville, Jan. 22, 1866, and received final discharge at Springfield, Feb. 4.

ONE HUNDRED AND FORTY-EIGHTH INFANTRY. Organized at Springfield, Feb. 21, 1865, for the term of one year; was assigned to garrison and guard duty and mustered out, Sept. 5, 1865, at Nashville, Tenn.; arrived at Springfield, Sept. 9, 1865, where it was paid off and discharged.

ONE HUNDRED AND FORTY-NINTH INFANTRY. Organized at Springfield, Feb. 11, 1865, and mustered in for one year; was engaged in garrison and guard duty; mustered out, Jan. 27, 1866, at Dalton, Ga., and ordered to Springfield, where it received final payment and discharge.

ONE HUNDRED AND FIFTIETH INFANTRY. Organized at Springfield, and mustered in, Feb. 14, 1865, for one year; was on duty in Tennessee and Georgia, guarding railroads and garrisoning towns. It was mustered out, Jan. 16, 1866, at Atlanta, Ga., and ordered to Springfield, where it received final payment and discharge.

ONE HUNDRED AND FIFTY-FIRST INFANTRY. This regiment was organized at Quincy, Ill., and mustered into the United States service, Feb. 23, 1865, and was composed of companies from various parts of the State, recruited, under the call of Dec. 19, 1864. It was engaged in guard duty, with a few guerrilla skirmishes, and was present at the surrender of General Warford's army, at Kingston, Ga.; was mustered out at Columbus, Ga., Jan. 24, 1866, and ordered to Springfield, where it received final payment and discharge, Feb. 8, 1866.

ONE HUNDRED AND FIFTY-SECOND INFANTRY. Organized at Springfield and mustered in, Feb. 18, 1865, for one year; was mustered out of service, to date Sept. 11, at Memphis, Tenn., and arrived at Camp Butler, Sept. 9, 1865, where it received final payment and discharge.

ONE HUNDRED AND FIFTY-THIRD INFANTRY. Organized at Chicago, and mustered in, Feb. 27, 1865, for one year; was not engaged in any battles. It was mustered out, Sept. 15, 1865, and moved to Springfield, Ill., and, Sept. 24, received final pay and discharge.

ONE HUNDRED AND FIFTY-FOURTH INFANTRY. Organized at Springfield, Feb. 21, 1865, for one year. Sept. 18, 1865, the regiment was

mustered out at Nashville, Tenn., and ordered to Springfield for final payment and discharge, where it arrived, Sept. 22; was paid off and discharged at Camp Butler, Sept. 29.

ONE HUNDRED AND FIFTY-FIFTH INFANTRY. Organized at Springfield and mustered in Feb. 28, 1865, for one year, 904 strong. On Sept. 4, 1865, it was mustered out of service, and moved to Camp Butler, where it received final pay and discharge.

ONE HUNDRED AND FIFTY-SIXTH INFANTRY. Organized and mustered in during the months of February and March, 1865, from the northern counties of the State, for the term of one year. The officers of the regiment have left no written record of its history, but its service seems to have been rendered chiefly in Tennessee in the neighborhood of Memphis, Nashville and Chattanooga. Judging by the muster-rolls of the Adjutant-General, the regiment would appear to have been greatly depleted by desertions and otherwise, the remnant being finally mustered out, Sept. 20, 1865.

FIRST CAVALRY. Organized — consisting of seven companies, A, B, C, D, E, F and G—at Alton, in 1861, and mustered into the United States service, July 3. After some service in Missouri, the regiment participated in the battle of Lexington, in that State, and was surrendered, with the remainder of the garrison, Sept. 20, 1861. The officers were paroled, and the men sworn not to take up arms again until discharged. No exchange having been effected in November, the non-commissioned officers and privates were ordered to Springfield and discharged. In June, 1862, the regiment was reorganized at Benton Barracks, Mo., being afterwards employed in guarding supply trains and supply depots at various points. Mustered out, at Benton Barracks, July 14, 1862.

SECOND CAVALRY. Organized at Springfield and mustered into service, August 12, 1861, with Company M (which joined the regiment some months later), numbering 47 commissioned officers and 1,040 enlisted men. This number was increased by recruits and re-enlistments, during its four and a half year's term of service, to 2,236 enlisted men and 145 commissioned officers. It was engaged at Belmont; a portion of the regiment took part in the battles at Fort Henry, Fort Donelson and Shiloh, another portion at Merriweather's Ferry, Bolivar and Holly Springs, and participated in the investment of Vicksburg. In January, 1864, the major part of the regiment re-enlisted as veterans, later, participating in the

Red River expedition and the investment of Fort Blakely. It was mustered out at San Antonio, Tex., Nov. 22, 1865, and finally paid and discharged at Springfield, Jan. 3, 1866.

THIRD CAVALRY. Composed of twelve companies, from various localities in the State, the grand total of company officers and enlisted men, under the first organization, being 1,433. It was organized at Springfield, in August, 1861; participated in the battles of Pea Ridge, Haines' Bluff, Arkansas Post, Port Gibson, Champion Hills, Black River Bridge, and the siege of Vicksburg. In July, 1864, a large portion of the regiment re-enlisted as veterans. The remainder were mustered out, Sept. 5, 1864. The veterans participated in the repulse of Forrest, at Memphis, and in the battles of Lawrenceburg, Spring Hill, Campbells-ville and Franklin. From May to October, 1865, engaged in service against the Indians in the Northwest. The regiment was mustered out at Springfield, Oct. 18, 1865.

FOURTH CAVALRY. Mustered into service, Sept. 26, 1861, and participated in the battles of Fort Henry, Fort Donelson, and Shiloh; in the siege of Corinth, and in many engagements of less historic note; was mustered out at Springfield in November, 1864. By order of the War Department, of June 18, 1865, the members of the regiment whose terms had not expired, were consolidated with the Twelfth Illinois Cavalry.

FIFTH CAVALRY. Organized at Camp Butler, in November, 1861; took part in the Meridian raid and the expedition against Jackson, Miss., and in numerous minor expeditions, doing effective work at Canton, Grenada, Woodville, and other points. On Jan. 1, 1864, a large portion of the regiment re-enlisted as veterans. Its final muster-out took place, Oct. 27, 1865, and it received final payment and discharge, October 30.

SIXTH CAVALRY. Organized at Springfield, Nov. 19, 1861; participated in Sherman's advance upon Grenada; in the Grierson raid through Mississippi and Louisiana, the siege of Port Hudson, the battles of Moscow (Tenn.), West Point (Miss.), Franklin and Nashville; re-enlisted as veterans, March 30, 1864; was mustered out at Selma, Ala., Nov. 5, 1865, and received discharge, November 20, at Springfield.

SEVENTH CAVALRY. Organized at Springfield, and was mustered into service, Oct. 13, 1861. It participated in the battles of Farmington, Iuka, Corinth (second battle); in Grierson's raid through Mississippi and Louisiana; in the engagement at Plain's Store (La.), and the investment of Port Hudson. In March, 1864, 288

officers and men re-enlisted as veterans. The non-veterans were engaged at Guntown, and the entire regiment took part in the battle of Franklin. After the close of hostilities, it was stationed in Alabama and Mississippi, until the latter part of October, 1865; was mustered out at Nashville, and finally discharged at Springfield, Nov. 17, 1865.

EIGHTH CAVALRY. Organized at St. Charles, Ill., and mustered in, Sept. 18, 1861. The regiment was ordered to Virginia, and participated in the general advance on Manassas in March, 1862; was engaged at Mechanicsville, Gaines' Hill, Malvern Hill, Sugar Loaf Mountain, Middletown, South Mountain, Antietam, Fredericksburg, Sulphur Springs, Warrenton, Rapidan Station, Northern Neck, Gettysburg, Williamsburg, Funkstown, Falling Water, Chester Gap, Sandy Hook, Culpepper, Brandy Station, and in many raids and skirmishes. It was mustered out of service at Benton Barracks, Mo., July 17, 1865, and ordered to Chicago, where it received final payment and discharge.

NINTH CAVALRY. Organized at Chicago, in the autumn of 1861, and mustered in, November 30; was engaged at Coldwater, Grenada, Wyatt, Saulsbury, Moscow, Guntown, Pontotoc, Tupelo, Old Town Creek, Hurricane Creek, Lawrenceburg, Campbellsville, Franklin and Nashville. The regiment re-enlisted as veterans, March 16, 1864; was mustered out of service at Selma, Ala., Oct. 31, 1865, and ordered to Springfield, where the men received final payment and discharge.

TENTH CAVALRY. Organized at Springfield in the latter part of September, 1861, and mustered into service, Nov. 25, 1861; was engaged at Prairie Grove, Cotton Plant, Arkansas Post, in the Yazoo Pass expedition, at Richmond (La.), Brownsville, Bayou Metoe, Bayou La Fourche and Little Rock. In February, 1864, a large portion of the regiment re-enlisted as veterans, the non-veterans accompanying General Banks in his Red River expedition. On Jan. 27, 1865, the veterans, and recruits were consolidated with the Fifteenth Cavalry, and all reorganized under the name of the Tenth Illinois Veteran Volunteer Cavalry. Mustered out of service at San Antonio, Texas, Nov. 22, 1865, and received final discharge at Springfield, Jan. 6, 1866.

ELEVENTH CAVALRY. Robert G. Ingersoll of Peoria, and Basil D. Meeks, of Woodford County, obtained permission to raise a regiment of cavalry, and recruiting commenced in October, 1861. The regiment was recruited from the counties of Peoria, Fulton, Tazewell, Woodford,

Marshall, Stark, Knox, Henderson and Warren; was mustered into the service at Peoria, Dec. 20, 1861, and was first under fire at Shiloh. It also took part in the raid in the rear of Corinth, and in the battles of Bolivar, Corinth (second battle), Iuka, Lexington and Jackson (Tenn.); in McPherson's expedition to Canton and Sherman's Meridian raid, in the relief of Yazoo City, and in numerous less important raids and skirmishes. Most of the regiment re-enlisted as veterans in December, 1863; the non-veterans being mustered out at Memphis, in the autumn of 1864. The veterans were mustered out at the same place, Sept. 30, 1865, and discharged at Springfield, October 20.

TWELFTH CAVALRY. Organized at Springfield, in February, 1862, and remained there guarding rebel prisoners until June 25, when it was mounted and sent to Martinsburg, Va. It was engaged at Fredericksburg, Williamsport, Falling Waters, the Rapidan and Stevensburg. On Nov. 26, 1863, the regiment was relieved from service and ordered home to reorganize as veterans. Subsequently it joined Banks in the Red River expedition and in Davidson's expedition against Mobile. While at Memphis the Twelfth Cavalry was consolidated into an eight-company organization, and the Fourth Cavalry, having previously been consolidated into a battalion of five companies, was consolidated with the Twelfth. The consolidated regiment was mustered out at Houston, Texas, May 29, 1866, and, on June 18, received final pay and discharge at Springfield.

THIRTEENTH CAVALRY. Organized at Chicago, in December, 1861; moved to the front from Benton Barracks, Mo., in February, 1862, and was engaged in the following battles and skirmishes (all in Missouri and Arkansas): Putnam's Ferry, Cotton Plant, Union City (twice), Camp Pillow, Bloomfield (first and second battles), Van Buren, Allen, Eleven Point River, Jackson, White River, Chalk Bluff, Bushy Creek, near Helena, Grand Prairie, White River, Deadman's Lake, Brownsville, Bayou Metoe, Austin, Little Rock, Benton, Batesville, Pine Bluff, Arkadelphia, Okolona, Little Missouri River, Prairie du Anne, Camden, Jenkins' Ferry, Cross Roads, Mount Elba, Douglas Landing and Monticello. The regiment was mustered out, August 31, 1865, and received final pay and discharge at Springfield, Sept. 13, 1865.

FOURTEENTH CAVALRY. Mustered into service at Peoria, in January and February, 1863; participated in the battle of Cumberland Gap, in the defense of Knoxville and the pursuit of Long-

street, in the engagements at Bean Station and Dandridge, in the Macon raid, and in the cavalry battle at Sunshine Church. In the latter General Stoneman surrendered, but the Fourteenth cut its way out. On their retreat the men were betrayed by a guide and the regiment badly cut up and scattered, those escaping being hunted by soldiers with bloodhounds. Later, it was engaged at Waynesboro and in the battles of Franklin and Nashville, and was mustered out at Nashville, July 31, 1865, having marched over 10,000 miles, exclusive of duty done by detachments.

FIFTEENTH CAVALRY. Composed of companies originally independent, attached to infantry regiments and acting as such; participated in the battles of Fort Donelson and Shiloh, and in the siege and capture of Corinth. Regimental organization was effected in the spring of 1863, and thereafter it was engaged chiefly in scouting and post duty. It was mustered out at Springfield, August 25, 1864, the recruits (whose term of service had not expired) being consolidated with the Tenth Cavalry.

SIXTEENTH CAVALRY. Composed principally of Chicago men—Thieleman's and Schambeck's Cavalry Companies, raised at the outset of the war, forming the nucleus of the regiment. The former served as General Sherman's body-guard for some time. Captain Thieleman was made a Major and authorized to raise a battalion, the two companies named thenceforth being known as Thieleman's Battalion. In September, 1862, the War Department authorized the extension of the battalion to a regiment, and, on the 11th of June, 1863, the regimental organization was completed. It took part in the East Tennessee campaign, a portion of the regiment aiding in the defense of Knoxville, a part garrisoning Cumberland Gap, and one battalion being captured by Longstreet. The regiment also participated in the battles of Rocky Face Ridge, Buzzard's Roost, Resaca, Kingston, Cassville, Cartersville, Allatoona, Kenesaw, Lost Mountain, Mines Ridge, Powder Springs, Chattahoochie, Atlanta, Jonesboro, Franklin and Nashville. It arrived in Chicago, August 23, 1865, for final payment and discharge, having marched about 5,000 miles and engaged in thirty-one battles, besides numerous skirmishes.

SEVENTEENTH CAVALRY. Mustered into service in January and February, 1864; aided in the repulse of Price at Jefferson City, Mo., and was engaged at Booneville, Independence, Mine Creek, and Fort Scott, besides doing garrison duty, scouting and raiding. It was mustered

out in November and December, 1865, at Leavenworth, Kan. Gov. John L. Beveridge, who had previously been a Captain and Major of the Eighth Cavalry, was the Colonel of this regiment.

FIRST LIGHT ARTILLERY. Consisted of ten batteries. Battery A was organized under the first call for State troops, April 21, 1861, but not mustered into the three years' service until July 16; was engaged at Fort Donelson, Shiloh, Chickasaw Bayou, Arkansas Post, the sieges of Vicksburg and Jackson, and in the Atlanta campaign; was in reserve at Champion Hills and Nashville, and mustered out July 3, 1865, at Chicago.

Battery B was organized in April, 1861, engaged at Belmont, Fort Donelson, Shiloh, in the siege of Corinth and at La Grange, Holly Springs, Memphis, Chickasaw Bayou, Arkansas Post, the siege of Vicksburg, Mechanicsburg, Richmond (La.), the Atlanta campaign and the battle of Nashville. The Battery was reorganized by consolidation with Battery A, and mustered out at Chicago, July 2, 1865.

Battery D was organized at Cairo, Sept. 2, 1861; was engaged at Fort Donelson and at Shiloh, and mustered out, July 28, 1865, at Chicago.

Battery E was organized at Camp Douglas and mustered into service, Dec. 19, 1861; was engaged at Shiloh, Corinth, Jackson, Vicksburg, Guntown, Pontotoc, Tupelo and Nashville, and mustered out at Louisville, Dec. 24, 1864.

Battery F was recruited at Dixon and mustered in at Springfield, Feb. 25, 1862. It took part in the siege of Corinth and the Yocona expedition, and was consolidated with the other batteries in the regiment, March 7, 1865.

Battery G was organized at Cairo and mustered in Sept. 28, 1861; was engaged in the siege and the second battle of Corinth, and mustered out at Springfield, July 24, 1865.

Battery H was recruited in and about Chicago, during January and February, 1862; participated in the battle of Shiloh, siege of Vicksburg, and in the Atlanta campaign, the "March to the Sea," and through the Carolinas with Sherman.

Battery I was organized at Camp Douglas and mustered in, Feb. 10, 1862; was engaged at Shiloh, in the Tallahatchie raid, the sieges of Vicksburg and Jackson, and in the battles of Chattanooga and Vicksburg. It veteranized, March 17, 1864, and was mustered out, July 26, 1865.

Battery K was organized at Shawneetown and mustered in, Jan. 9, 1862, participated in Burn-

side's campaign in Tennessee, and in the capture of Knoxville. Part of the men were mustered out at Springfield in June, 1865, and the remainder at Chicago in July.

Battery M was organized at Camp Douglas and mustered into the service, August 12, 1862, for three years. It served through the Chickamauga campaign, being engaged at Chickamauga; also was engaged at Missionary Ridge, was besieged at Chattanooga, and took part in all the important battles of the Atlanta campaign. It was mustered out at Chicago, July 24, 1864, having traveled 3,102 miles and been under fire 178 days.

SECOND LIGHT ARTILLERY. Consisted of nine batteries. Battery A was organized at Peoria, and mustered into service, May 23, 1861; served in Missouri and Arkansas, doing brilliant work at Pea Ridge. It was mustered out of service at Springfield, July 27, 1865.

Battery D was organized at Cairo, and mustered into service in December, 1861; was engaged at Fort Donelson, Shiloh, Vicksburg, Jackson, Meridian and Decatur, and mustered out at Louisville, Nov. 21, 1864.

Battery E was organized at St. Louis, Mo., in August, 1861, and mustered into service, August 20, at that point. It was engaged at Fort Donelson and Shiloh, and in the siege of Corinth and the Yocona expedition—was consolidated with Battery A.

Battery F was organized at Cape Girardeau, Mo., and mustered in, Dec. 11, 1861; was engaged at Shiloh, in the siege and second battle of Corinth, and the Meridian campaign; also at Kenesaw, Atlanta and Jonesboro. It was mustered out, July 27, 1865, at Springfield.

Battery H was organized at Springfield, December, 1861, and mustered in, Dec. 31, 1861; was engaged at Fort Donelson and in the siege of Fort Pillow; veteranized, Jan. 1, 1864, was mounted as cavalry the following summer, and mustered out at Springfield, July 29, 1865.

Battery I was recruited in Will County, and mustered into service at Camp Butler, Dec. 31, 1861. It participated in the siege of Island No. 10, in the advance upon Corinth, and in the battles of Perryville, Chickamauga, Lookout Mountain, Missionary Ridge and Chattanooga. It veteranized, Jan. 1, 1864, marched with Sherman to Atlanta, and thence to Savannah and through the Carolinas, and was mustered out at Springfield.

Battery K was organized at Springfield and mustered in Dec. 31, 1863; was engaged at Fort Pillow, the capture of Clarkston, Mo., and the

siege of Vicksburg. It was mustered out, July 14, 1865, at Chicago.

Battery L was organized at Chicago and mustered in, Feb. 28, 1862; participated in the advance on Corinth, the battle of Hatchie and the advance on the Tallahatchie, and was mustered out at Chicago, August 9, 1865.

Battery M was organized at Chicago, and mustered in at Springfield, June, 1862; was engaged at Jonesboro, Blue Spring, Blountsville and Rogersville, being finally consolidated with other batteries of the regiment.

CHICAGO BOARD OF TRADE BATTERY. Organized through the efforts of the Chicago Board of Trade, which raised \$15,000 for its equipment, within forty-eight hours. It was mustered into service, August 1, 1862, was engaged at Lawrenceburg, Murfreesboro, Stone River, Chickamauga, Farmington, Decatur (Ga.), Atlanta, Lovejoy Station, Nashville, Selma and Columbus (Ga.) It was mustered out at Chicago, June 30, 1865, and paid in full, July 3, having marched 5,268 miles and traveled by rail 1,231 miles. The battery was in eleven of the hardest battles fought in the West, and in twenty-six minor battles, being in action forty-two times while on scouts, reconnaissances or outpost duty.

CHICAGO MERCANTILE BATTERY. Recruited and organized under the auspices of the Mercantile Association, an association of prominent and patriotic merchants of the City of Chicago. It was mustered into service, August 29, 1862, at Camp Douglas, participated in the Tallahatchie and Yazoo expeditions, the first attack upon Vicksburg, the battle of Arkansas Post, the siege of Vicksburg, the battles of Magnolia Hills, Champion Hills, Black River Bridge and Jackson (Miss.); also took part in Banks' Red River expedition; was mustered out at Chicago, and received final payment, July 10, 1865, having traveled, by river, sea and land, over 11,000 miles.

SPRINGFIELD LIGHT ARTILLERY. Recruited principally from the cities of Springfield, Belleville and Wenona, and mustered into service at Springfield, for the term of three years, August 21, 1862, numbering 199 men and officers. It participated in the capture of Little Rock and in the Red River expedition, and was mustered out at Springfield, 114 strong, June 30, 1865.

COGSWELL'S BATTERY, LIGHT ARTILLERY. Organized at Ottawa, Ill., and mustered in, Nov. 11, 1861, as Company A (Artillery) Fifty-third Illinois Volunteers, Colonel Cushman commanding the regiment. It participated in the

advance on Corinth, the siege of Vicksburg, the battle of Missionary Ridge, and the capture of Spanish Fort and Fort Blakely, near Mobile. The regiment was mustered out at Springfield, August 14, 1865, having served three years and nine months, marched over 7,500 miles, and participated in seven sieges and battles.

STURGES RIFLES. An independent company, organized at Chicago, armed, equipped and subsisted for nearly two months, by the patriotic generosity of Mr. Solomon Sturges; was mustered into service, May 6, 1861; in June following, was ordered to West Virginia, serving as body-guard of General McClellan; was engaged at Rich Mountain, in the siege of Yorktown, and in the seven days' battle of the Chickahominy. A portion of the company was at Antietam, the remainder having been detached as foragers, scouts, etc. It was mustered out at Washington, Nov. 25, 1862.

WAR, THE SPANISH-AMERICAN. The oppressions and misrule which had characterized the administration of affairs by the Spanish Government and its agents for generations, in the Island of Cuba, culminated, in April, 1898, in mutual declarations of war between Spain and the United States. The causes leading up to this result were the injurious effects upon American commerce and the interests of American citizens owning property in Cuba, as well as the constant expense imposed upon the Government of the United States in the maintenance of a large navy along the South Atlantic coast to suppress filibustering, superadded to the friction and unrest produced among the people of this country by the long continuance of disorders and abuses so near to our own shores, which aroused the sympathy and indignation of the entire civilized world. For three years a large proportion of the Cuban population had been in open rebellion against the Spanish Government, and, while the latter had imported a large army to the island and subjected the insurgents and their families and sympathizers to the grossest cruelties, not even excepting torture and starvation itself, their policy had failed to bring the insurgents into subjection or to restore order. In this condition of affairs the United States Government had endeavored, through negotiation, to secure a mitigation of the evils complained of, by a modification of the Spanish policy of government in the island; but all suggestions in this direction had either been resented by Spain as unwarrantable interference in her affairs, or promises of reform, when made, had been as invariably broken.

In the meantime an increasing sentiment had been growing up in the United States in favor of conceding belligerent rights to the Cuban insurgents, or the recognition of their independence, which found expression in measures proposed in Congress—all offers of friendly intervention by the United States having been rejected by Spain with evidences of indignation. Compelled, at last, to recognize its inability to subdue the insurrection, the Spanish Government, in November, 1897, made a pretense of tendering autonomy to the Cuban people, with the privilege of amnesty to the insurgents on laying down their arms. The long duration of the war and the outrages perpetrated upon the helpless "reconcentrados," coupled with the increased confidence of the insurgents in the final triumph of their cause, rendered this movement—even if intended to be carried out to the letter—of no avail. The proffer came too late, and was promptly rejected.

In this condition of affairs and with a view to greater security for American interests, the American battleship *Maine* was ordered to Havana, on Jan. 24, 1898. It arrived in Havana Harbor the following day, and was anchored at a point designated by the Spanish commander. On the night of February 15, following, it was blown up and destroyed by some force, as shown by after investigation, applied from without. Of a crew of 354 men belonging to the vessel at the time, 266 were either killed outright by the explosion, or died from their wounds. Not only the American people, but the entire civilized world, was shocked by the catastrophe. An act of horrible treachery had been perpetrated against an American vessel and its crew on a peaceful mission in the harbor of a professedly friendly nation.

The successive steps leading to actual hostilities were rapid and eventful. One of the earliest and most significant of these was the passage, by a unanimous vote of both houses of Congress, on March 9, of an appropriation placing \$50,000,000 in the hands of the President as an emergency fund for purposes of national defense. This was followed, two days later, by an order for the mobilization of the army. The more important events following this step were: An order, under date of April 5, withdrawing American consuls from Spanish stations; the departure, on April 9, of Consul-General Fitzhugh Lee from Havana; April 19, the adoption by Congress of concurrent resolutions declaring Cuba independent and directing the President to use the land and naval forces of the United States to put an end to

Spanish authority in the island; April 20, the sending to the Spanish Government, by the President, of an ultimatum in accordance with this act; April 21, the delivery to Minister Woodford, at Madrid, of his passports without waiting for the presentation of the ultimatum, with the departure of the Spanish Minister from Washington; April 23, the issue of a call by the President for 125,000 volunteers; April 24, the final declaration of war by Spain; April 25, the adoption by Congress of a resolution declaring that war had existed from April 21; on the same date an order to Admiral Dewey, in command of the Asiatic Squadron at Hongkong, to sail for Manila with a view to investing that city and blockading Philippine ports.

The chief events subsequent to the declaration of war embraced the following: May 1, the destruction by Admiral Dewey's squadron of the Spanish fleet in the harbor of Manila; May 19, the arrival of the Spanish Admiral Cervera's fleet at Santiago de Cuba; May 25, a second call by the President for 75,000 volunteers; July 3, the attempt of Cervera's fleet to escape, and its destruction off Santiago; July 17, the surrender of Santiago to the forces under General Shafter; July 30, the statement by the President, through the French Ambassador at Washington, of the terms on which the United States would consent to make peace; August 9, acceptance of the peace terms by Spain, followed, three days later, by the signing of the peace protocol; September 9, the appointment by the President of Peace Commissioners on the part of the United States; Sept. 18, the announcement of the Peace Commissioners selected by Spain; October 1, the beginning of the Peace Conference by the representatives of the two powers, at Paris, and the formal signing, on December 10, of the peace treaty, including the recognition by Spain of the freedom of Cuba, with the transfer to the United States of Porto Rico and her other West India islands, together with the surrender of the Philippines for a consideration of \$20,000,000.

Seldom, if ever, in the history of nations have such vast and far-reaching results been accomplished within so short a period. The war, which practically began with the destruction of the Spanish fleet in Manila Harbor—an event which aroused the enthusiasm of the whole American people, and won the respect and admiration of other nations—was practically ended by the surrender of Santiago and the declaration by the President of the conditions of peace just three months later. Succeeding

events, up to the formal signing of the peace treaty, were merely the recognition of results previously determined.

HISTORY OF ILLINOIS REGIMENTS.—The part played by Illinois in connection with these events may be briefly summarized in the history of Illinois regiments and other organizations. Under the first call of the President for 125,000 volunteers, eight regiments—seven of infantry and one of cavalry—were assigned to Illinois, to which was subsequently added, on application through Governor Tanner, one battery of light artillery. The infantry regiments were made up of the Illinois National Guard, numbered consecutively from one to seven, and were practically mobilized at their home stations within forty-eight hours from the receipt of the call, and began to arrive at Camp Tanner, near Springfield, the place of rendezvous, on April 26, the day after the issue of the Governor's call. The record of Illinois troops is conspicuous for the promptness of their response and the completeness of their organization—in this respect being unsurpassed by those of any other State. Under the call of May 25 for an additional force of 75,000 men, the quota assigned to Illinois was two regiments, which were promptly furnished, taking the names of the Eighth and Ninth. The first of these belonged to the Illinois National Guard, as the regiments mustered in under the first call had done, while the Ninth was one of a number of "Provisional Regiments" which had tendered their services to the Government. Some twenty-five other regiments of this class, more or less complete, stood ready to perfect their organizations should there be occasion for their services. The aggregate strength of Illinois organizations at date of muster out from the United States service was 12,280—11,789 men and 491 officers.

FIRST REGIMENT ILLINOIS VOLUNTEERS (originally Illinois National Guard) was organized at Chicago, and mustered into the United States service at Camp Tanner (Springfield), under the command of Col. Henry L. Turner, May 13, 1898; left Springfield for Camp Thomas (Chickamauga) May 17; assigned to First Brigade, Third Division, of the First Army Corps; started for Tampa, Fla., June 2, but soon after arrival there was transferred to Picnic Island, and assigned to provost duty in place of the First United States Infantry. On June 30 the bulk of the regiment embarked for Cuba, but was detained in the harbor at Key West until July 5, when the vessel sailed for Santiago, arriving in Guantanamo Bay

on the evening of the 8th. Disembarking on the 10th, the whole regiment arrived on the firing line on the 11th, spent several days and nights in the trenches before Santiago, and were present at the surrender of that city on the 17th. Two companies had previously been detached for the scarcely less perilous duty of service in the fever hospitals and in caring for their wounded comrades. The next month was spent on guard duty in the captured city, until August 25, when, depleted in numbers and weakened by fever, the bulk of the regiment was transferred by hospital boats to Camp Wikoff, on Montauk Point, L. I. The members of the regiment able to travel left Camp Wikoff, September 8, for Chicago, arriving two days later, where they met an enthusiastic reception and were mustered out, November 17, 1,235 strong (rank and file)—a considerable number of recruits having joined the regiment just before leaving Tampa. The record of the First was conspicuous by the fact that it was the only Illinois regiment to see service in Cuba during the progress of actual hostilities. Before leaving Tampa some eighty members of the regiment were detailed for engineering duty in Porto Rico, sailed for that island on July 12, and were among the first to perform service there. The First suffered severely from yellow fever while in Cuba, but, as a regiment, while in the service, made a brilliant record, which was highly complimented in the official reports of its commanding officers.

SECOND REGIMENT ILLINOIS VOLUNTEER INFANTRY (originally Second I. N. G.). This regiment, also from Chicago, began to arrive at Springfield, April 27, 1898—at that time numbering 1,202 men and 47 officers, under command of Col. George M. Moulton; was mustered in between May 4 and May 15; on May 17 started for Tampa, Fla., but en route its destination was changed to Jacksonville, where, as a part of the Seventh Army Corps, under command of Gen. Fitzhugh Lee, it assisted in the dedication of Camp Cuba Libre. October 25 it was transferred to Savannah, Ga., remaining at "Camp Lee" until December 8, when two battalions embarked for Havana, landing on the 15th, being followed, a few days later, by the Third Battalion, and stationed at Camp Columbia. From Dec. 17 to Jan. 11, 1899, Colonel Moulton served as Chief of Police for the city of Havana. On March 28 to 30 the regiment left Camp Columbia in detachments for Augusta, Ga., where it arrived April 5, and was mustered out, April 26, 1,051 strong (rank and file), and returned to Chicago. Dur-

ing its stay in Cuba the regiment did not lose a man. A history of this regiment has been written by Rev. H. W. Bolton, its late Chaplain.

THIRD REGIMENT ILLINOIS VOLUNTEER INFANTRY, composed of companies of the Illinois National Guard from the counties of La Salle, Livingston, Kane, Kankakee, McHenry, Ogle, Will, and Winnebago, under command of Col. Fred Bennett, reported at Springfield, with 1,170 men and 50 officers, on April 27; was mustered in May 7, 1898; transferred from Springfield to Camp Thomas (Chickamauga), May 14; on July 22 left Chickamauga for Porto Rico; on the 28th sailed from Newport News, on the liner *St. Louis*, arriving at Ponce, Porto Rico, on July 31; soon after disembarking captured Arroyo, and assisted in the capture of Guayama, which was the beginning of General Brooke's advance across the island to San Juan, when intelligence was received of the signing of the peace protocol by Spain. From August 13 to October 1 the Third continued in the performance of guard duty in Porto Rico; on October 22, 986 men and 39 officers took transport for home by way of New York, arriving in Chicago, November 11, the several companies being mustered out at their respective home stations. Its strength at final muster-out was 1,273 men and officers. This regiment had the distinction of being one of the first to see service in Porto Rico, but suffered severely from fever and other diseases during the three months of its stay in the island.

FOURTH ILLINOIS VOLUNTEER INFANTRY, composed of companies from Champaign, Coles, Douglas, Edgar, Effingham, Fayette, Jackson, Jefferson, Montgomery, Richland, and St. Clair counties; mustered into the service at Springfield, May 20, under command of Col. Casimer Andel; started immediately for Tampa, Fla., but en route its destination was changed to Jacksonville, where it was stationed at Camp Cuba Libre as a part of the Seventh Corps under command of Gen. Fitzhugh Lee; in October was transferred to Savannah, Ga., remaining at Camp Onward until about the first of January, when the regiment took ship for Havana. Here the regiment was stationed at Camp Columbia until April 4, 1899, when it returned to Augusta, Ga., and was mustered out at Camp Mackenzie (Augusta), May 2, the companies returning to their respective home stations. During a part of its stay at Jacksonville, and again at Savannah, the regiment was employed on guard duty. While at Jacksonville Colonel Andel was suspended by court-martial, and finally tendered his resigna-

tion, his place being supplied by Lieut.-Col. Eben Swift, of the Ninth.

FIFTH REGIMENT ILLINOIS VOLUNTEER INFANTRY was the first regiment to report, and was mustered in at Springfield, May 7, 1898, under command of Col. James S. Culver, being finally composed of twelve companies from Pike, Christian, Sangamon, McLean, Montgomery, Adams, Tazewell, Macon, Morgan, Peoria, and Fulton counties; on May 14 left Springfield for Camp Thomas (Chickamauga, Ga.), being assigned to the command of General Brooke; August 3 left Chickamauga for Newport News, Va., with the expectation of embarking for Porto Rico—a previous order of July 26 to the same purport having been countermanded; at Newport News embarked on the transport *Obdam*, but again the order was rescinded, and, after remaining on board thirty-six hours, the regiment was disembarked. The next move was made to Lexington, Ky., where the regiment—having lost hope of reaching “the front”—remained until Sept. 5, when it returned to Springfield for final muster-out. This regiment was composed of some of the best material in the State, and anxious for active service, but after a succession of disappointments, was compelled to return to its home station without meeting the enemy. After its arrival at Springfield the regiment was furloughed for thirty days and finally mustered out, October 16, numbering 1,213 men and 47 officers.

SIXTH REGIMENT ILLINOIS VOLUNTEER INFANTRY, consisting of twelve companies from the counties of Rock Island, Knox, Whiteside, Lee, Carroll, Stephenson, Henry, Warren, Bureau, and Jo Daviess, was mustered in May 11, 1898, under command of Col. D. Jack Foster; on May 17 left Springfield for Camp Alger, Va.; July 5 the regiment moved to Charleston, S. C., where a part embarked for Siboney, Cuba, but the whole regiment was soon after united in General Miles' expedition for the invasion of Porto Rico, landing at Guanico on July 25, and advancing into the interior as far as Adjunta and Utuado. After several weeks' service in the interior, the regiment returned to Ponce, and on September 7 took transport for the return home, arrived at Springfield a week later, and was mustered out November 25, the regiment at that time consisting of 1,239 men and 49 officers.

SEVENTH ILLINOIS VOLUNTEER INFANTRY (known as the “Hibernian Rifles”). Two battalions of this regiment reported at Springfield, April 27, with 33 officers and 765 enlisted men, being afterwards increased to the maxi-

mum; was mustered into the United States service, under command of Col. Marcus Kavanagh, May 18, 1898; on May 28 started for Camp Alger, Va.; was afterwards encamped at Thoroughfare Gap and Camp Meade; on September 9 returned to Springfield, was furloughed for thirty days, and mustered out, October 20, numbering 1,260 men and 49 officers. Like the Fifth, the Seventh saw no actual service in the field.

EIGHTH ILLINOIS VOLUNTEER INFANTRY (colored regiment), mustered into the service at Springfield under the second call of the President, July 23, 1898, being composed wholly of Afro-Americans under officers of their own race, with Col. John R. Marshall in command, the muster-roll showing 1,195 men and 76 officers. The six companies, from A to F, were from Chicago, the other five being, respectively, from Bloomington, Springfield, Quincy, Litchfield, Mound City and Metropolis, and Cairo. The regiment having tendered their services to relieve the First Illinois on duty at Santiago de Cuba, it started for Cuba, August 8, by way of New York; immediately on arrival at Santiago, a week later, was assigned to duty, but subsequently transferred to San Luis, where Colone, Marshall was made military governor. The major part of the regiment remained here until ordered home early in March, 1899, arrived at Chicago, March 15, and was mustered out, April 3, 1,226 strong, rank and file, having been in service nine months and six days.

NINTH ILLINOIS VOLUNTEER INFANTRY was organized from the counties of Southern Illinois, and mustered in at Springfield under the second call of the President, July 4-11, 1898, under command of Col. James R. Campbell; arrived at Camp Cuba Libre (Jacksonville, Fla.), August 9; two months later was transferred to Savannah, Ga.; was moved to Havana in December, where it remained until May, 1899, when it returned to Augusta, Ga., and was mustered out there, May 20, 1899, at that time consisting of 1,095 men and 46 officers. From Augusta the several companies returned to their respective home stations. The Ninth was the only "Provisional Regiment" from Illinois mustered into the service during the war, the other regiments all belonging to the National Guard.

FIRST ILLINOIS CAVALRY was organized at Chicago immediately after the President's first call, seven companies being recruited from Chicago, two from Bloomington, and one each from Springfield, Elkhart, and Lacon; was mustered in at Springfield, May 21, 1898, under command of

Col. Edward C. Young; left Springfield for Camp Thomas, Ga., May 30, remaining there until August 24, when it returned to Fort Sheridan, near Chicago, where it was stationed until October 11, when it was mustered out, at that time consisting of 1,158 men and 50 officers. Although the regiment saw no active service in the field, it established an excellent record for itself in respect to discipline.

FIRST ENGINEERING CORPS, consisting of 80 men detailed from the First Illinois Volunteers, were among the first Illinois soldiers to see service in Porto Rico, accompanying General Miles' expedition in the latter part of July, and being engaged for a time in the construction of bridges in aid of the intended advance across the island. On September 8 they embarked for the return home, arrived at Chicago, September 17, and were mustered out November 20.

BATTERY A (I. N. G.), from Danville, Ill., was mustered in under a special order of the War Department, May 12, 1898, under command of Capt. Oscar P. Yaeger, consisting of 118 men; left Springfield for Camp Thomas, Ga., May 19, and, two months later, joined in General Miles' Porto Rico expedition, landing at Guanico on August 3, and taking part in the affair at Guayama on the 12th. News of peace having been received, the Battery returned to Ponce, where it remained until September 7, when it started on the return home by way of New York, arrived at Danville, September 17, was furloughed for sixty days, and mustered out November 25. The Battery was equipped with modern breech-loading rapid-firing guns, operated by practical artillerymen and prepared for effective service.

NAVAL RESERVES.—One of the earliest steps taken by the Government after it became apparent that hostilities could not be averted, was to begin preparation for strengthening the naval arm of the service. The existence of the "Naval Militia," first organized in 1893, placed Illinois in an exceptionally favorable position for making a prompt response to the call of the Government, as well as furnishing a superior class of men for service—a fact evidenced during the operations in the West Indies. Gen. John McNulta, as head of the local committee, was active in calling the attention of the Navy Department to the value of the service to be rendered by this organization, which resulted in its being enlisted practically as a body, taking the name of "Naval Reserves"—all but eighty-eight of the number passing the physical examination, the places of these being promptly filled by new recruits. The first de-

tachment of over 200 left Chicago May 2, under the command of Lieut.-Com. John M. Hawley, followed soon after by the remainder of the First Battalion, making the whole number from Chicago 400, with 267, constituting the Second Battalion, from other towns of the State. The latter was made up of 147 men from Moline, 58 from Quincy, and 62 from Alton—making a total from the State of 667. This does not include others, not belonging to this organization, who enlisted for service in the navy during the war, which raised the whole number for the State over 1,000. The Reserves enlisted from Illinois occupied a different relation to the Government from that of the "naval militia" of other States, which retained their State organizations, while those from Illinois were regularly mustered into the United States service. The recruits from Illinois were embarked at Key West, Norfolk and New York, and distributed among fifty-two different vessels, including nearly every vessel belonging to the North Atlantic Squadron. They saw service in nearly every department from the position of stokers in the hold to that of gunners in the turrets of the big battleships, the largest number (60) being assigned to the famous battleship Oregon, while the cruiser Yale followed with 47; the Harvard with 35; Cincinnati, 27; Yankton, 19; Franklin, 18; Montgomery and Indiana, each, 17; Hector, 14; Marietta, 11; Wilmington and Lancaster, 10 each, and others down to one each. Illinois sailors thus had the privilege of participating in the brilliant affair of July 3, which resulted in the destruction of Cervera's fleet off Santiago, as also in nearly every other event in the West Indies of less importance, without the loss of a man while in the service, although among the most exposed. They were mustered out at different times, as they could be spared from the service, or the vessels to which they were attached went out of commission, a portion serving out their full term of one year. The Reserves from Chicago retain their organization under the name of "Naval Reserve Veterans," with headquarters in the Masonic Temple Building, Chicago.

WARD, James H., ex-Congressman, was born in Chicago, Nov. 30, 1853, and educated in the Chicago public schools and at the University of Notre Dame, graduating from the latter in 1873. Three years later he graduated from the Union College of Law, Chicago, and was admitted to the bar. Since then he has continued to practice his profession in his native city. In 1879 he was elected Supervisor of the town of West Chicago,

and, in 1884, was a candidate for Presidential Elector on the Democratic ticket, and the same year, was the successful candidate of his party for Congress in the Third Illinois District, serving one term.

WINNEBAGO INDIANS, a tribe of the Dakota, or Sioux, stock, which at one time occupied a part of Northern Illinois. The word Winnebago is a corruption of the French Ouinebegoutz, Ouimbegouc, etc., the diphthong "ou" taking the place of the consonant "w," which is wanting in the French alphabet. These were, in turn, French misspellings of an Algonquin term meaning "fetid," which the latter tribe applied to the Winnebagoes because they had come from the western ocean—the salt (or "fetid") water. In their advance towards the East the Winnebagoes early invaded the country of the Illinois, but were finally driven northward by the latter, who surpassed them in numbers rather than in bravery. The invaders settled in Wisconsin, near the Fox River, and here they were first visited by the Jesuit Fathers in the seventeenth century. (See *Jesuit Relations*.) The Winnebagoes are commonly regarded as a Wisconsin tribe; yet, that they claimed territorial rights in Illinois is shown by the fact that the treaty of Prairie du Chien (August 1, 1829), alludes to a Winnebago village located in what is now Jo Daviess County, near the mouth of the Pecatonica River. While, as a rule, the tribe, if left to itself, was disposed to live in amity with the whites, it was carried away by the eloquence and diplomacy of Tecumseh and the cajoleries of "The Prophet." General Harrison especially alludes to the bravery of the Winnebago warriors at Tippecanoe, which he attributes in part, however, to a superstitious faith in "The Prophet." In June or July, 1827, an unprovoked and brutal outrage by the whites upon an unoffending and practically defenseless party of Winnebagoes, near Prairie du Chien brought on what is known as the "Winnebago War." (See *Winnebago War*.) The tribe took no part in the Black Hawk War, largely because of the great influence and shrewd tactic of their chief, Naw-caw. By treaties executed in 1832 and 1837 the Winnebagoes ceded to the United States all their lands lying east of the Mississippi. They were finally removed west of that river, and, after many shiftings of location, were placed upon the Omaha Reservation in Eastern Nebraska, where their industry, thrift and peaceable disposition elicited high praise from Government officials.

WARNER, Vespasian, lawyer and Member of Congress, was born in De Witt County, Ill., April 23, 1842, and has lived all his life in his native county—his present residence being Clinton. After a short course in Lombard University, while studying law in the office of Hon. Lawrence Weldon, at Clinton, he enlisted as a private soldier of the Twentieth Illinois Volunteers, in June, 1861, serving until July, 1866, when he was mustered out with the rank of Captain and brevet Major. He received a gunshot wound at Shiloh, but continued to serve in the Army of the Tennessee until the evacuation of Atlanta, when he was ordered North on account of disability. His last service was in fighting Indians on the plains. After the war he completed his law studies at Harvard University, graduating in 1868, when he entered into a law partnership with Clifton H. Moore of Clinton. He served as Judge-Advocate General of the Illinois National Guard for several years, with the rank of Colonel, under the administrations of Governors Hamilton, Oglesby and Fifer, and, in 1894, was nominated and elected, as a Republican, to the Fifty-fourth Congress for the Thirteenth District, being re-elected in 1896, and again in 1898. In the Fifty-fifth Congress, Mr. Warner was a member of the Committees on Agriculture and Invalid Pensions, and Chairman of the Committee on Revision of the Laws.

WARREN, a village in Jo Daviess County, at intersection of the Illinois Central and the Chicago, Milwaukee & St. Paul Railways, 26 miles west-northwest of Freeport and 27 miles east by north of Galena. The surrounding region is agricultural and stock-raising; there are also lead mines in the vicinity. Tobacco is grown to some extent. Warren has a flouring mill, tin factory, creamery and stone quarries, a State bank, water supply from artesian wells, fire department, gas plant, two weekly newspapers, five churches, a high school, an academy and a public library. Pop. (1890), 1,172; (1900), 1,327.

WARREN, Calvin A., lawyer, was born in Essex County, N. Y., June 3, 1807; in his youth, worked for a time, as a typographer, in the office of "The Northern Spectator," at Poultney, Vt., side by side with Horace Greeley, afterwards the founder of "The New York Tribune." Later, he became one of the publishers of "The Palladium" at Ballston, N. Y., but, in 1832, removed to Hamilton County, Ohio, where he began the study of law, completing his course at Transylvania University, Ky., in 1834, and beginning practice at Batavia, Ohio, as the partner of

Thomas Morris, then a United States Senator from Ohio, whose daughter he married, thereby becoming the brother-in-law of the late Isaac N. Morris, of Quincy, Ill. In 1836, Mr. Warren came to Quincy, Adams County, Ill., but soon after removed to Warsaw in Hancock County, where he resided until 1839, when he returned to Quincy. Here he continued in practice, either alone or as a partner, at different times, of several of the leading attorneys of that city. Although he held no office except that of Master in Chancery, which he occupied for some sixteen years, the possession of an inexhaustible fund of humor, with strong practical sense and decided ability as a speaker, gave him great popularity at the bar and upon the stump, and made him a recognized leader in the ranks of the Democratic party, of which he was a life-long member. He served as Presidential Elector on the Pierce ticket in 1852, and was the nominee of his party for the same position on one or two other occasions. Died, at Quincy, Feb. 22, 1881.

WARREN, Hooper, pioneer journalist, was born at Walpole, N. H., in 1790; learned the printer's trade on the Rutland (Vt.) "Herald"; in 1814 went to Delaware, whence, three years later, he emigrated to Kentucky, working for a time on a paper at Frankfort. In 1818 he came to St. Louis and worked in the office of the old "Missouri Gazette" (the predecessor of "The Republican"), and also acted as the agent of a lumber company at Cairo, Ill., when the whole population of that place consisted of one family domiciled on a grounded flat-boat. In March, 1819, he established, at Edwardsville, the third paper in Illinois, its predecessors being "The Illinois Intelligencer," at Kaskaskia, and "The Illinois Emigrant," at Shawneetown. The name given to the new paper was "The Spectator," and the contest over the effort to introduce a pro-slavery clause in the State Constitution soon brought it into prominence. Backed by Governor Coles, Congressman Daniel P. Cook, Judge S. D. Lockwood, Rev. Thomas Lippincott, Judge Wm. H. Brown (afterwards of Chicago), George Churchill and other opponents of slavery, "The Spectator" made a sturdy fight in opposition to the scheme, which ended in defeat of the measure by the rejection at the polls, in 1824, of the proposition for a Constitutional Convention. Warren left the Edwardsville paper in 1825, and was, for a time, associated with "The National Crisis," an anti-slavery paper at Cincinnati, but soon returned to Illinois and established "The Sangamon Spectator"—the first paper ever published at the

present State capital. This he sold out in 1829, and, for the next three years, was connected with "The Advertiser and Upper Mississippi Herald," at Galena. Abandoning this field in 1832, he removed to Hennepin, where, within the next five years, he held the offices of Clerk of the Circuit and County Commissioners' Courts and ex-officio Recorder of Deeds. In 1836 he began the publication of the third paper in Chicago—"The Commercial Advertiser" (a weekly)—which was continued a little more than a year, when it was abandoned, and he settled on a farm at Henry, Marshall County. His further newspaper ventures were, as the associate of Zebina Eastman, in the publication of "The Genius of Liberty," at Lowell, La Salle County, and "The Western Citizen"—afterwards "The Free West"—in Chicago. (See *Eastman*, *Zebina*, and, *Lundy*, *Benjamin*.) On the discontinuance of "The Free West" in 1856, he again retired to his farm at Henry, where he spent the remainder of his days. While returning home from a visit to Chicago, in August, 1864, he was taken ill at Mendota, dying there on the 22d of the month.

WARREN, John Esaias, diplomatist and real-estate operator, was born in Troy, N. Y., in 1826, graduated at Union College and was connected with the American Legation to Spain during the administration of President Pierce; in 1859-60 was a member of the Minnesota Legislature and, in 1861-62, Mayor of St. Paul; in 1867, came to Chicago, where, while engaged in real-estate business, he became known to the press as the author of a series of articles entitled "Topics of the Time." In 1886 he took up his residence in Brussels, Belgium, where he died, July 6, 1896. Mr. Warren was author of several volumes of travel, of which "An Attache in Spain" and "Para" are most important.

WARREN COUNTY. A western county, created by act of the Legislature, in 1825, but not fully organized until 1830, having at that time about 350 inhabitants; has an area of 540 square miles, and was named for Gen. Joseph Warren. It is drained by the Henderson River and its affluents, and is traversed by the Chicago, Burlington & Quincy (two divisions), the Iowa Central and the Atchison, Topeka and Santa Fe Railroads. Bituminous coal is mined and limestone is quarried in large quantities. The county's early development was retarded in consequence of having become the "seat of war," during the Black Hawk War. The principal products are grain and live-stock, although manufacturing is carried on to some extent. The county-seat and

chief city is Monmouth (which see). Roseville is a shipping point. Population (1880), 22,933. (1890), 21,281; (1900), 23,163.

WARRENSBURG, a town of Macon County, on Peoria Division Ill. Cent. Railway, 9 miles northwest of Decatur; has elevators, canning factory, a bank and newspaper. Pop. (1900), 503.

WARSAW, the largest town in Hancock County, and admirably situated for trade. It stands on a bluff on the Mississippi River, some three miles below Keokuk, and about 40 miles above Quincy. It is the western terminus of the Toledo, Peoria & Western Railway, and lies 116 miles west-southwest of Peoria. Old Fort Edwards, established by Gen. Zachary Taylor, during the War of 1812, was located within the limits of the present city of Warsaw, opposite the mouth of the Des Moines River. An iron foundry, a large woolen mill, a plow factory and cooperage works are its principal manufacturing establishments. The channel of the Mississippi admits of the passage of the largest steamers up to this point. Warsaw has eight churches, a system of common schools comprising one high and three grammar schools, a National bank and two weekly newspapers. Population (1880), 3,105; (1890), 2,721; (1900), 2,335.

WASHBURN, a village of Woodford County, on a branch of the Chicago & Alton Railway 25 miles northeast of Peoria; has banks and a weekly paper; the district is agricultural. Population (1890), 598; (1900), 703.

WASHBURN, Elihu Benjamin, Congressman and diplomatist, was born at Livermore, Maine, Sept. 23, 1816; in early life learned the trade of a printer, but graduated from Harvard Law School and was admitted to the bar in 1840. Coming west, he settled at Galena, forming a partnership with Charles S. Hempstead, for the practice of law, in 1841. He was a stalwart Whig, and, as such, was elected to Congress in 1852. He continued to represent his District until 1869, taking a prominent position, as a Republican, on the organization of that party. On account of his long service he was known as the "Father of the House," administering the Speaker's oath three times to Schuyler Colfax and once to James G. Blaine. He was appointed Secretary of State by General Grant in 1869, but surrendered his portfolio to become Envoy to France, in which capacity he achieved great distinction. He was the only official representative of a foreign government who remained in Paris, during the siege of that city by the Germans (1870-71) and the reign of the "Commune." For his conduct he was

honored by the Governments of France and Germany alike. On his return to the United States, he made his home in Chicago, where he devoted his latter years chiefly to literary labor, and where he died, Oct. 22, 1887. He was strongly favored as a candidate for the Presidency in 1880.

WASHINGTON, a city in Tazewell County, situated at the intersection of the Chicago & Alton, the Atchison, Topeka & Santa Fe, and the Toledo, Peoria & Western Railroads. It is 21 miles west of El Paso, and 12 miles east of Peoria. Carriages, plows and farming implements constitute the manufactured output. It is also an important shipping-point for farm products. It has electric light and water-works plants, eight churches, a graded school, two banks and two newspapers. Pop. (1890), 1,301; (1900), 1,451.

WASHINGTON COUNTY, an interior county of Southern Illinois, east of St. Louis; is drained by the Kaskaskia River and the Elkhorn, Beaucoup and Muddy Creeks; was organized in 1818, and has an area of 540 square miles. The surface is diversified, well watered and timbered. The soil is of variable fertility. Corn, wheat and oats are the chief agricultural products. Manufacturing is carried on to some extent, among the products being agricultural implements, flour, carriages and wagons. The most important town is Nashville, which is also the county-seat. Population (1890), 19,262; (1900), 19,526. Washington was one of the fifteen counties into which Illinois was divided at the organization of the State Government, being one of the last three created during the Territorial period—the other two being Franklin and Union.

WASHINGTON HEIGHTS, a village of Cook County, on the Chicago, Rock Island & Pacific and the Pittsburg, Cincinnati, Chicago & St. Louis Railways, 12 miles southwest of Chicago; has a graded school, female seminary, military school, a car factory, several churches and a newspaper. Annexed to City of Chicago, 1890.

WATAGA, a village of Knox County, on the Chicago, Burlington & Quincy Railroad, 8 miles northeast of Galesburg. Population (1900), 545.

WATERLOO, the county-seat and chief town of Monroe County, on the Illinois Division of the Mobile & Ohio Railroad, 24 miles east of south from St. Louis. The region is chiefly agricultural, but underlaid with coal. Its industries embrace two flour mills, a plow factory, distillery, creamery, two ice plants, and some minor concerns. The city has municipal water and electric light plants, four churches, a graded school and two newspapers. Pop. (1890), 1,860; (1900), 2,114.

WATERMAN, Arba Nelson, lawyer and jurist, was born at Greensboro, Orleans County, Vt., Feb. 3, 1836. After receiving an academic education and teaching for a time, he read law at Montpelier and, later, passed through the Albany Law School. In 1861 he was admitted to the bar, removed to Joliet, Ill., and opened an office. In 1862 he enlisted as a private in the One Hundredth Illinois Volunteers, serving with the Army of the Cumberland for two years, and being mustered out in August, 1864, with the rank of Lieutenant-Colonel. On leaving the army, Colonel Waterman commenced practice in Chicago. In 1873-74 he represented the Eleventh Ward in the City Council. In 1887 he was elected to the bench of the Cook County Circuit Court, and was re-elected in 1891 and, again, in 1897. In 1890 he was assigned as one of the Judges of the Appellate Court.

WATSEKA, the county-seat of Iroquois County, situated on the Iroquois River, at the mouth of Sugar Creek, and at the intersection of the Chicago & Eastern Illinois and the Toledo, Peoria & Western Railroads, 77 miles south of Chicago, 46 miles north of Danville and 14 miles east of Gilman. It has flour-mills, brick and tile works and foundries, besides several churches, banks, a graded school and three weekly newspapers. Artesian well water is obtained by boring to the depth of 100 to 160 feet, and some forty flowing streams from these shafts are in the place. Population (1890), 2,017; (1900), 2,505.

WATTS, Amos, jurist, was born in St. Clair County, Ill., Oct. 25, 1821, but removed to Washington County in boyhood, and was elected County Clerk in 1847, '49 and '53, and State's Attorney for the Second Judicial District in 1856 and '60; then became editor and proprietor of a newspaper, later resuming the practice of law, and, in 1873, was elected Circuit Judge, remaining in office until his death, at Nashville, Ill., Dec. 6, 1888.

WAUKEGAN, the county-seat and principal city of Lake County, situated on the shore of Lake Michigan and on the Chicago & Northwestern Railroad, about 36 miles north by west from Chicago, and 50 miles south of Milwaukee; is also the northern terminus of the Elgin, Joliet & Eastern Railroad and connected by electric lines with Chicago and Fox Lake. Lake Michigan is about 80 miles wide opposite this point. Waukegan was first known as "Little Fort," from the remains of an old fort that stood on its site. The principal part of the city is built on a bluff, which rises abruptly to the height of about

fifty feet. Between the bluff and the shore is a flat tract about 400 yards wide which is occupied by gardens, dwellings, warehouses and manufacturing. The manufactures include steel-wire, refined sugar, scales, agricultural implements, brass and iron products, sash, doors and blinds, leather, beer, etc.; the city has paved streets, gas and electric light plants, three banks, eight or ten churches, graded and high schools and two newspapers. A large trade in grain, lumber, coal and dairy products is carried on. Pop. (1890), 4,915; (1900), 9,426.

WAUKEGAN & SOUTHWESTERN RAILWAY. (See *Elgin, Joliet & Eastern Railway*.)

WAVERLY, a city in Morgan County, 18 miles southeast of Jacksonville, on the Jacksonville & St. Louis and the Chicago, Peoria & St. Louis Railroads. It was originally settled by enterprising emigrants from New England, whose descendants constitute a large proportion of the population. It is the center of a rich agricultural region, has a fine graded school, six or seven churches, two banks, two newspapers and tile works. Population (1880), 1,124; (1890), 1,387; (1900), 1,573.

WAYNE, (Gen.) Anthony, soldier, was born in Chester County, Pa., Jan. 1, 1745, of Anglo-Irish descent, graduated as a Surveyor, and first practiced his profession in Nova Scotia. During the years immediately antecedent to the Revolution he was prominent in the colonial councils of his native State, to which he had returned in 1767, where he became a member of the "Committee of Safety." On June 3, 1776, he was commissioned Colonel of the Fourth Regiment of Pennsylvania troops in the Continental army, and, during the War of the Revolution, was conspicuous for his courage and ability as a leader. One of his most daring and successful achievements was the capture of Stony Point, in 1779, when—the works having been carried and Wayne having received, what was supposed to be, his death-wound—he entered the fort, supported by his aids. For this service he was awarded a gold medal by Congress. He also took a conspicuous part in the investiture and capture of Yorktown. In October, 1783, he was brevetted Major-General. In 1784 he was elected to the Pennsylvania Legislature. A few years later he settled in Georgia, which State he represented in Congress for seven months, when his seat was declared vacant after contest. In April, 1792, he was confirmed as General-in-Chief of the United States Army, on nomination of President Washington. His connection with Illinois history began shortly after

St. Clair's defeat, when he led a force into Ohio (1783) and erected a stockade at Greenville, which he named Fort Recovery; his object being to subdue the hostile savage tribes. In this he was eminently successful and, on August 3, 1793, after a victorious campaign, negotiated the Treaty of Greenville, as broad in its provisions as it was far-reaching in its influence. He was a daring fighter, and although Washington called him "prudent," his dauntlessness earned for him the sobriquet of "Mad Anthony." In matters of dress he was punctilious, and, on this account, he was sometimes dubbed "Dandy Wayne." He was one of the few white officers whom all the Western Indian tribes at once feared and respected. They named him "Black Snake" and "Tornado." He died at Presque Isle near Erie, Dec. 15, 1796. Thirteen years afterward his remains were removed by one of his sons, and interred in Badnor churchyard, in his native county. The Pennsylvania Historical Society erected a marble monument over his grave, and appropriately dedicated it on July 4 of the same year.

WAYNE COUNTY, in the southeast quarter of the State; has an area of 720 square miles; was organized in 1819, and named for Gen. Anthony Wayne. The county is watered and drained by the Little Wabash and its branches, notably the Skillet Fork. At the first election held in the county, only fifteen votes were cast. Early life was exceedingly primitive, the first settlers pounding corn into meal with a wooden pestle, a hollowed stump being used as a mortar. The first mill erected (of the antique South Carolina pattern) charged 25 cents per bushel for grinding. Prairie and woodland make up the surface, and the soil is fertile. Railroad facilities are furnished by the Louisville, Evansville & St. Louis and the Baltimore & Ohio (Southwestern) Railroads. Corn, oats, tobacco, wheat, hay and wool are the chief agricultural products. Saw mills are numerous and there are also carriage and wagon factories. Fairfield is the county-seat. Population (1880), 21,291; (1890), 23,806; (1900), 27,626.

WEAS, THE, a branch of the Miami tribe of Indians. They called themselves "We-wee-hahs," and were spoken of by the French as "Oui-at-a-nons" and "Oui-as." Other corruptions of the name were common among the British and American colonists. In 1718 they had a village at Chicago, but abandoned it through fear of their hostile neighbors, the Chippewas and Pottawatomies. The Weas were, at one time, brave and warlike; but their numbers were reduced by

constant warfare and disease, and, in the end, debauchery enervated and demoralized them. They were removed west of the Mississippi and given a reservation in Miami County, Kan. This they ultimately sold, and, under the leadership of Baptiste Peoria, united with their few remaining brethren of the Miamis and with the remnant of the Ill-i-ni under the title of the "confederated tribes," and settled in Indian Territory. (See also *Miamis*; *Piankeshaws*.)

WEBB, Edwin B., early lawyer and politician, was born about 1802, came to the vicinity of Carmi, White County, Ill., about 1828 to 1830, and, still later, studied law at Transylvania University. He held the office of Prosecuting Attorney of White County, and, in 1834, was elected to the lower branch of the General Assembly, serving, by successive re-elections, until 1842, and, in the Senate, from 1842 to '46. During his service in the House he was a colleague and political and personal friend of Abraham Lincoln. He opposed the internal improvement scheme of 1837, predicting many of the disasters which were actually realized a few years later. He was a candidate for Presidential Elector on the Whig ticket, in 1844 and '48, and, in 1852, received the nomination for Governor as the opponent of Joel A. Matteson, two years later, being an unsuccessful candidate for Justice of the Supreme Court in opposition to Judge W. B. Scates. While practicing law at Carmi, he was also a partner of his brother in the mercantile business. Died, Oct. 14, 1858, in the 56th year of his age.

WEBB, Henry Livingston, soldier and pioneer (an elder brother of James Watson Webb, a noted New York journalist), was born at Claverack, N. Y., Feb. 6, 1795; served as a soldier in the War of 1812, came to Southern Illinois in 1817, and became one of the founders of the town of America near the mouth of the Ohio; was Representative in the Fourth and Eleventh General Assemblies, a Major in the Black Hawk War and Captain of volunteers and, afterwards, Colonel of regulars, in the Mexican War. In 1860 he went to Texas and served, for a time, in a semi-military capacity under the Confederate Government; returned to Illinois in 1869, and died, at Makanda, Oct. 5, 1876.

WEBSTER, Fletcher, lawyer and soldier, was born at Portsmouth, N. H., July 23, 1813; graduated at Harvard in 1833, and studied law with his father (Daniel Webster); in 1837, located at Peru, Ill., where he practiced three years. His father having been appointed Secretary of State

in 1841, the son became his private secretary, was also Secretary of Legation to Caleb Cushing (Minister to China) in 1843, a member of the Massachusetts Legislature in 1847, and Surveyor of the Port of Boston, 1850-61; the latter year became Colonel of the Twelfth Massachusetts Volunteers, and was killed in the second battle of Bull Run, August 30, 1862.

WEBSTER, Joseph Dana, civil engineer and soldier, was born at Old Hampton, N. H., August 25, 1811. He graduated from Dartmouth College in 1832, and afterwards read law at Newburyport, Mass. His natural inclination was for engineering, and, after serving for a time in the Engineer and War offices, at Washington, was made a United States civil engineer (1835) and, on July 7, 1838, entered the army as Second Lieutenant of Topographical Engineers. He served through the Mexican War, was made First Lieutenant in 1849, and promoted to a captaincy, in March, 1853. Thirteen months later he resigned, removing to Chicago, where he made his permanent home, and soon after was identified, for a time, with the proprietorship of "The Chicago Tribune." He was President of the commission that perfected the Chicago sewerage system, and designed and executed the raising of the grade of a large portion of the city from two to eight feet, whole blocks of buildings being raised by jack screws, while new foundations were inserted. At the outbreak of the Civil War he tendered his services to the Government and superintended the erection of the fortifications at Cairo, Ill., and Paducah, Ky. On April 7, 1861, he was commissioned Paymaster of Volunteers, with the rank of Major, and, in February, 1862, Colonel of the First Illinois Artillery. For several months he was chief of General Grant's staff, participating in the capture of Forts Donelson and Henry, and in the battle of Shiloh, in the latter as Chief of Artillery. In October, 1862, the War Department detailed him to make a survey of the Illinois & Michigan Canal, and, the following month, he was commissioned Brigadier-General of Volunteers, serving as Military Governor of Memphis and Superintendent of military railroads. He was again chief of staff to General Grant during the Vicksburg campaign, and, from 1864 until the close of the war, occupied the same relation to General Sherman. He was brevetted Major-General of Volunteers, March 13, 1865, but, resigning Nov. 6, following, returned to Chicago, where he spent the remainder of his life. From 1869 to 1872 he was Assessor of Internal Revenue

there, and, later, Assistant United States Treasurer, and, in July, 1872, was appointed Collector of Internal Revenue. Died, at Chicago, March 12, 1876.

WELCH, William R., lawyer and jurist, was born in Jessamine County, Ky., Jan. 23, 1828, educated at Transylvania University, Lexington, graduating from the academic department in 1847, and, from the law school, in 1851. In 1864 he removed to Carlinville, Macoupin County, Ill., which place he made his permanent home. In 1877 he was elected to the bench of the Fifth Circuit, and re-elected in 1879 and '85. In 1884 he was assigned to the bench of the Appellate Court for the Second District. Died, Sept. 1, 1888.

WELDON, Lawrence, one of the Judges of the United States Court of Claims, Washington, D. C., was born in Muskingum County, Ohio, in 1829; while a child, removed with his parents to Madison County, and was educated in the common schools, the local academy and at Wittenberg College, Springfield, in the same State; read law with Hon. R. A. Harrison, a prominent member of the Ohio bar, and was admitted to practice in 1854, meanwhile, in 1852-53, having served as a clerk in the office of the Secretary of State at Columbus. In 1854 he removed to Illinois, locating at Clinton, DeWitt County, where he engaged in practice; in 1860 was elected a Representative in the Twenty-second General Assembly, was also chosen a Presidential Elector the same year, and assisted in the first election of Abraham Lincoln to the Presidency. Early in 1861 he resigned his seat in the Legislature to accept the position of United States District Attorney for the Southern District of Illinois, tendered him by President Lincoln, but resigned the latter office in 1866 and, the following year, removed to Bloomington, where he continued the practice of his profession until 1883, when he was appointed, by President Arthur, an Associate Justice of the United States Court of Claims at Washington—a position which he still (1899) continues to fill. Judge Weldon is among the remaining few who rode the circuit and practiced law with Mr. Lincoln. From the time of coming to the State in 1854 to 1860, he was one of Mr. Lincoln's most intimate traveling companions in the old Eighth Circuit, which extended from Sangamon County on the west to Vermilion on the east, and of which Judge David Davis, afterwards of the Supreme Court of the United States and United States Senator, was the presiding Justice. The Judge holds in his memory many pleasant remi-

niscences of that day, especially of the eastern portion of the District, where he was accustomed to meet the late Senator Voorhees, Senator McDonald and other leading lawyers of Indiana, as well as the historic men whom he met at the State capital.

WELLS, Albert W., lawyer and legislator, was born at Woodstock, Conn., May 9, 1839, and enjoyed only such educational and other advantages as belonged to the average New England boy of that period. During his boyhood his family removed to New Jersey, where he attended an academy, later, graduating from Columbia College and Law School in New York City, and began practice with State Senator Robert Allen at Red Bank, N. J. During the Civil War he enlisted in a New Jersey regiment and took part in the battle of Gettysburg, resuming his profession at the close of the war. Coming west in 1870, he settled in Quincy, Ill., where he continued practice. In 1886 he was elected to the House of Representatives from Adams County, as a Democrat, and re-elected two years later. In 1890 he was advanced to the Senate, where, by re-election in 1894, he served continuously until his death in office, March 5, 1897. His abilities and long service—covering the sessions of the Thirty-fifth to the Fortieth General Assemblies—placed him at the head of the Democratic side of the Senate during the latter part of his legislative career.

WELLS, William, soldier and victim of the Fort Dearborn massacre, was born in Kentucky, about 1770. When a boy of 12, he was captured by the Miami Indians, whose chief, Little Turtle, adopted him, giving him his daughter in marriage when he grew to manhood. He was highly esteemed by the tribe as a warrior, and, in 1790, was present at the battle where Gen. Arthur St. Clair was defeated. He then realized that he was fighting against his own race, and informed his father-in-law that he intended to ally himself with the whites. Leaving the Miamis, he made his way to General Wayne, who made him Captain of a company of scouts. After the treaty of Greenville (1795) he settled on a farm near Fort Wayne, where he was joined by his Indian wife. Here he acted as Indian Agent and Justice of the Peace. In 1812 he learned of the contemplated evacuation of Fort Dearborn, and, at the head of thirty Miamis, he set out for the post, his intention being to furnish a body-guard to the non-combatants on their proposed march to Fort Wayne. On August 13, he marched out of the fort with fifteen of his dusky warriors behind

him, the remainder bringing up the rear. Before a mile and a half had been traveled, the party fell into an Indian ambush, and an indiscriminate massacre followed. (See *Fort Dearborn*.) The Miamis fled, and Captain Wells' body was riddled with bullets, his head cut off and his heart taken out. He was an uncle of Mrs. Heald, wife of the commander of Fort Dearborn.

WELLS, William Harvey, educator, was born in Tolland, Conn., Feb. 27, 1812; lived on a farm until 17 years old, attending school irregularly, but made such progress that he became successfully a teacher in the Teachers' Seminary at Andover and Newburyport, and, finally, Principal of the State Normal School at Westfield, Mass. In 1856 he accepted the position of Superintendent of Public Schools for the city of Chicago, serving till 1864, when he resigned. He was an organizer of the Massachusetts State Teachers' Association, one of the first editors of "The Massachusetts Teacher" and prominently connected with various benevolent, educational and learned societies; was also author of several textbooks, and assisted in the revision of "Webster's Unabridged Dictionary." Died, Jan. 21, 1885.

WENONA, city on the eastern border of Marshall County, 20 miles south of La Salle, has zinc works, public and parochial schools, a weekly paper, two banks, and five churches. A good quality of soft coal is mined here. Population (1880), 911; (1890), 1,053; (1900), 1,486.

WENTWORTH, John, early journalist and Congressman, was born at Sandwich, N. H., March 5, 1815, graduated from Dartmouth College in 1836, and came to Chicago the same year, where he became editor of "The Chicago Democrat," which had been established by John Calhoun three years previous. He soon after became proprietor of "The Democrat," of which he continued to be the publisher until it was merged into "The Chicago Tribune," July 24, 1864. He also studied law, and was admitted to the Illinois bar in 1841. He served in Congress as a Democrat from 1843 to 1851, and again from 1853 to 1855, but left the Democratic party on the repeal of the Missouri Compromise. He was elected Mayor of Chicago in 1857, and again in 1860, during his incumbency introducing a number of important municipal reforms; was a member of the Constitutional Convention of 1862, and twice served on the Board of Education. He again represented Illinois in Congress as a Republican from 1865 to 1867—making fourteen years of service in that body. In 1872 he joined in the Greeley movement, but later renewed his alle-

giance to the Republican party. In 1878 Mr. Wentworth published an elaborate genealogical work in three volumes, entitled "History of the Wentworth Family." A volume of "Congressional Reminiscences" and two by him on "Early Chicago," published in connection with the Fergus Historical Series, contain some valuable information on early local and national history. On account of his extraordinary height he received the sobriquet of "Long John," by which he was familiarly known throughout the State. Died, in Chicago, Oct. 16, 1888.

WEST, Edward M., merchant and banker, was born in Virginia, May 2, 1814; came with his father to Illinois in 1818; in 1829 became a clerk in the Recorder's office at Edwardsville, also served as deputy postmaster, and, in 1833, took a position in the United States Land Office there. Two years later he engaged in mercantile business, which he prosecuted over thirty years—meanwhile filling the office of County Treasurer, ex-officio Superintendent of Schools, and Delegate to the Constitutional Convention of 1847. In 1867, in conjunction with W. R. Prickett, he established a bank at Edwardsville, with which he was connected until his death, Oct. 31, 1887. Mr. West officiated frequently as a "local preacher" of the Methodist Church, in which capacity he showed much ability as a public speaker.

WEST, Mary Allen, educator and philanthropist, was born at Galesburg, Ill., July 31, 1837; graduated at Knox Seminary in 1854 and taught until 1873, when she was elected County Superintendent of Schools, serving nine years. She took an active and influential interest in educational and reformatory movements, was for two years editor of "Our Home Monthly," in Philadelphia, and also a contributor to other journals, besides being editor-in-chief of "The Union Signal," Chicago, the organ of the Woman's Christian Temperance Union—in which she held the position of President; was also President, in the latter days of her life, of the Illinois Woman's Press Association of Chicago, that city having become her home in 1885. In 1892, Miss West started on a tour of the world for the benefit of her health, but died at Tokio, Japan, Dec. 1, 1892.

WESTERN HOSPITAL FOR THE INSANE, an institution for the treatment of the insane, located at Watertown, Rock Island County, in accordance with an act of the General Assembly, approved, May 22, 1895. The Thirty-ninth General Assembly made an appropriation of \$100,000 for the erection of fire-proof buildings, while Rock Island County donated a tract of 400 acres

of land valued at \$40,000. The site selected by the Commissioners, is a commanding one overlooking the Mississippi River, eight miles above Rock Island, and five and a half miles from Moline, and the buildings are of the most modern style of construction. Watertown is reached by two lines of railroad—the Chicago, Milwaukee & St. Paul and the Chicago, Burlington & Quincy—besides the Mississippi River. The erection of buildings was begun in 1896, and they were opened for the reception of patients in 1898. They have a capacity for 800 patients.

WESTERN MILITARY ACADEMY, an institution located at Upper Alton, Madison County, incorporated in 1892; has a faculty of eight members and reports eighty pupils for 1897-98, with property valued at \$70,000. The institution gives instruction in literary and scientific branches, besides preparatory and business courses.

WESTERN NORMAL COLLEGE, located at Bushnell, McDonough County; incorporated in 1888. It is co-educational, has a corps of twelve instructors and reported 500 pupils for 1897-98, 300 males and 200 females.

WESTERN SPRINGS, a village of Cook County, and residence suburb of the city of Chicago, on the Chicago, Burlington & Quincy Railroad, 15 miles west of the initial station. Population (1890), 451; (1900), 662.

WESTERN THEOLOGICAL SEMINARY, located in Chicago and controlled by the Protestant Episcopal Church. It was founded in 1883 through the munificence of Dr. Tolman Wheeler, and was opened for students two years later. It has two buildings, of a superior order of architecture—one including the school and lecture rooms and the other a dormitory. A hospital and gymnasium are attached to the latter, and a school for boys is conducted on the first floor of the main building, which is known as Wheeler Hall. The institution is under the general supervision of Rt. Rev. William E. McLaren, Protestant Episcopal Bishop of the Diocese of Illinois.

WESTFIELD, village of Clark County, on Cin., Ham. & Dayton R. R., 10 m. s.-e. of Charleston; seat of Westfield College; has a bank, five churches and two newspapers. Pop. (1900), 820.

WEST SALEM, a town of Edwards County, on the Peoria-Evansville Div. Ill. Cent. R. R., 12 miles northeast of Albion; has a bank and a weekly paper. Pop. (1890), 476; (1900), 700.

WETHERELL, *Emma Abbott*, vocalist, was born in Chicago, Dec. 9, 1849; in her childhood attracted attention while singing with her father (a poor musician) in hotels and on the streets in

Chicago, Peoria and elsewhere; at 18 years of age, went to New York to study, earning her way by giving concerts en route, and receiving aid and encouragement from Clara Louisa Kellogg; in New York was patronized by Henry Ward Beecher and others, and aided in securing the training of European masters. Compelled to surmount many obstacles from poverty and other causes, her after success in her profession was phenomenal. Died, during a professional tour, at Salt Lake City, Jan. 5, 1891. Miss Abbott married her manager, Eugene Wetherell, who died before her.

WHEATON, a city and the county-seat of Du Page County, situated on the Chicago & Northwestern Railway, 25 miles west of Chicago. Agriculture and stock-raising are the chief industries in the surrounding region. The city owns a new water-works plant (costing \$60,000) and has a public library valued at \$75,000, the gift of a resident, Mr. John Quincy Adams; has a court house, electric light plant, sewerage and drainage system, seven churches, three graded schools, four weekly newspapers and a State bank. Wheaton is the seat of Wheaton College (which see). Population (1880), 1,160; (1890), 1,622; (1900), 2,345.

WHEATON COLLEGE, an educational institution located at Wheaton, Du Page County, and under Congregational control. It was founded in 1853, as the Illinois Institute, and was chartered under its present name in 1860. Its early existence was one of struggle, but of late years it has been established on a better foundation, in 1898 having \$54,000 invested in productive funds, and property aggregating \$136,000. The faculty comprises fifteen professors, and, in 1898, there were 321 students in attendance. It is co-educational and instruction is given in business and preparatory studies, as well as the fine arts, music and classical literature.

WHEELER, David Hilton, D.D., LL.D., clergyman, was born at Ithaca, N. Y., Nov. 19, 1829; graduated at Rock River Seminary, Mount Morris, in 1851; edited "The Carroll County Republican" and held a professorship in Cornell College, Iowa, (1857-61); was United States Consul at Geneva, Switzerland, (1861-66); Professor of English Literature in Northwestern University (1867-75); edited "The Methodist" in New York, seven years, and was President of Allegheny College (1883-87); received the degree of D.D. from Cornell College in 1867, and that of LL.D. from the Northwestern University in 1881. He is the author of "Brigandage in South Italy"

(two volumes, 1864) and "By-Ways of Literature" (1883), besides some translations.

WHEELER, Hamilton K., ex-Congressman, was born at Ballston, N. Y., August 5, 1848, but emigrated with his parents to Illinois in 1852; remained on a farm until 19 years of age, his educational advantages being limited to three months' attendance upon a district school each year. In 1871, he was admitted to the bar at Kankakee, where he has since continued to practice. In 1884 he was elected to represent the Sixteenth District in the State Senate, where he served on many important committees, being Chairman of that on the Judicial Department. In 1892 he was elected Representative in Congress from the Ninth Illinois District, on the Republican ticket.

WHEELING, a town on the northern border of Cook County, on the Wisconsin Central Railway. Population (1890), 811; (1900), 331.

WHISTLER, (Maj.) John, soldier and builder of the first Fort Dearborn, was born in Ulster, Ireland, about 1756; served under Burgoyne in the Revolution, and was with the force surrendered by that officer at Saratoga, in 1777. After the peace he returned to the United States, settled at Hagerstown, Md., and entered the United States Army, serving at first in the ranks and being severely wounded in the disastrous Indian campaigns of 1791. Later, he was promoted to a captaincy and, in the summer of 1803, sent with his company, to the head of Lake Michigan, where he constructed the first Fort Dearborn within the limits of the present city of Chicago, remaining in command until 1811, when he was succeeded by Captain Heald. He received the brevet rank of Major, in 1815 was appointed military store-keeper at Newport, Ky., and afterwards at Jefferson Barracks, near St. Louis, where he died, Sept. 3, 1829. Lieut. William Whistler, his son, who was with his father, for a time, in old Fort Dearborn—but transferred, in 1809, to Fort Wayne—was of the force included in Hull's surrender at Detroit in 1812. After his exchange he was promoted to a captaincy, to the rank of Major in 1826 and to a Lieutenant-Colonelcy in 1845, dying at Newport, Ky., in 1863. James Abbott McNeil Whistler, the celebrated, but eccentric artist of that name, is a grandson of the first Major Whistler.

WHITE, George E., ex-Congressman, was born in Massachusetts in 1848; after graduating, at the age of 16, he enlisted as a private in the Fifty-seventh Massachusetts Veteran Volunteers, serving under General Grant in the campaign

against Richmond from the battle of the Wilderness until the surrender of Lee. Having taken a course in a commercial college at Worcester, Mass., in 1867 he came to Chicago, securing employment in a lumber yard, but a year later began business on his own account, which he has successfully conducted. In 1878 he was elected to the State Senate, as a Republican, from one of the Chicago Districts, and re-elected four years later, serving in that body eight years. He declined a nomination for Congress in 1884, but accepted in 1894, and was elected for the Fifth District, as he was again in 1896, but was defeated, in 1898, by Edward T. Noonan, Democrat.

WHITE, Horace, journalist, was born at Colebrook, N. H., August 10, 1834; in 1853 graduated at Beloit College, Wis., whither his father had removed in 1837; engaged in journalism as city editor of "The Chicago Evening Journal," later becoming agent of the Associated Press, and, in 1857, an editorial writer on "The Chicago Tribune," during a part of the war acting as its Washington correspondent. He also served, in 1856, as Assistant Secretary of the Kansas National Committee, and, later, as Secretary of the Republican State Central Committee. In 1864 he purchased an interest in "The Tribune," a year or so later becoming editor-in-chief, but retired in October, 1874. After a protracted European tour, he united with Carl Schurz and E. L. Godkin of "The Nation," in the purchase and reorganization of "The New York Evening Post," of which he is now editor-in-chief.

WHITE, Julius, soldier, was born in Cazenovia, N. Y., Sept. 29, 1816; removed to Illinois in 1836, residing there and in Wisconsin, where he was a member of the Legislature of 1849; in 1861 was made Collector of Customs at Chicago, but resigned to assume the colonelcy of the Thirty-seventh Illinois Volunteers, which he commanded on the Fremont expedition to Southwest Missouri. He afterwards served with General Curtiss in Arkansas, participated in the battle of Pea Ridge and was promoted to the rank of Brigadier-General. He was subsequently assigned to the Department of the Shenandoah, but finding his position at Martinsburg, W. Va., untenable, retired to Harper's Ferry, voluntarily serving under Colonel Miles, his inferior in command. When this post was surrendered (Sept. 15, 1862), he was made a prisoner, but released under parole; was tried by a court of inquiry at his own request, and acquitted, the court finding that he had acted with courage and capability.

He resigned in 1864, and, in March, 1865, was brevetted Major-General of Volunteers. Died, at Evanston, May 12, 1890.

WHITE COUNTY, situated in the southeastern quarter of the State, and bounded on the east by the Wabash River; was organized in 1816, being the tenth county organized during the Territorial period: area, 500 square miles. The county is crossed by three railroads and drained by the Wabash and Little Wabash Rivers. The surface consists of prairie and woodland, and the soil is, for the most part, highly productive. The principal agricultural products are corn, wheat, oats, potatoes, tobacco, fruit, butter, sorghum and wool. The principal industrial establishments are carriage factories, saw mills and flour mills. Carmi is the county-seat. Other towns are Enfield, Grayville and Norris City. Population (1880), 23,087; (1890), 25,005; (1900), 25,386.

WHITEHALL, a city in Greene County, at the intersection of the Chicago & Alton and the Chicago, Burlington & Quincy Railroads, 65 miles north of St. Louis and 24 miles south-southwest of Jacksonville; in rich farming region; has stoneware and sewer-pipe factories, foundry and machine shop, flour mill, elevators, wagon shops, creamery, water system, sanitarium, heating, electric light and power system, nurseries and fruit-supply houses, and two poultry packing houses; also has five churches, a graded school, two banks and three newspapers—one daily. Population (1890), 1,961; (1900), 2,030.

WHITEHOUSE, **Henry John**, Protestant Episcopal Bishop, was born in New York City, August 19, 1803; graduated from Columbia College in 1821, and from the (New York) General Theological Seminary in 1824. After ordination he was rector of various parishes in Pennsylvania and New York until 1851, when he was chosen Assistant Bishop of Illinois, succeeding Bishop Chase in 1852. In 1867, by invitation of the Archbishop of Canterbury, he delivered the opening sermon before the Pan-Anglican Conference held in England. During this visit he received the degree of D.D. from Oxford University, and that of LL.D. from Cambridge. His rigid views as a churchman and a disciplinarian, were illustrated in his prosecution of Rev. Charles Edward Cheney, which resulted in the formation of the Reformed Episcopal Church. He was a brilliant orator and a trenchant and unyielding controversialist. Died, in Chicago, August 10, 1874.

WHITESIDE COUNTY, in the northwestern portion of the State bordering on the Mississippi River; created by act of the Legislature passed in

1836, and named for Capt. Samuel Whiteside, a noted Indian fighter; area, 700 square miles. The surface is level, diversified by prairies and woodland, and the soil is extremely fertile. The county-seat was first fixed at Lyndon, then at Sterling, and finally at Morrison, its present location. The Rock River crosses the county and furnishes abundant water power for numerous factories, turning out agricultural implements, carriages and wagons, furniture, woollen goods, flour and wrapping paper. There are also distilling and brewing interests, besides saw and planing mills. Corn is the staple agricultural product, although all the leading cereals are extensively grown. The principal towns are Morrison, Sterling, Fulton and Rock Falls. Population (1880), 30,885; (1890), 30,854; (1900), 34,710.

WHITESIDE, William, pioneer and soldier of the Revolution, emigrated from the frontier of North Carolina to Kentucky, and thence, in 1793, to the present limits of Monroe County, Ill., erecting a fort between Cahokia and Kaskaskia, which became widely known as "Whiteside Station." He served as a Justice of the Peace, and was active in organizing the militia during the War of 1812-14, dying at the old Station in 1815.—**John** (Whiteside), a brother of the preceding, and also a Revolutionary soldier, came to Illinois at the same time, as also did **William B.** and **Samuel**, sons of the two brothers, respectively. All of them became famous as Indian fighters. The two latter served as Captains of companies of "Rangers" in the War of 1812, Samuel taking part in the battle of Rock Island in 1814, and contributing greatly to the success of the day. During the Black Hawk War (1832) he attained the rank of Brigadier-General. Whiteside County was named in his honor. He made one of the earliest improvements in Ridge Prairie, a rich section of Madison County, and represented that county in the First General Assembly. William B. served as Sheriff of Madison County for a number of years.—**John D.** (Whiteside), another member of this historic family, became very prominent, serving in the lower House of the Seventh, Eighth, Ninth and Fourteenth General Assemblies, and in the Senate of the Tenth, from Monroe County; was a Presidential Elector in 1836, State Treasurer (1837-41) and a member of the State Constitutional Convention of 1847. General Whiteside, as he was known, was the second of James Shields in the famous Shields and Lincoln duel (so-called) in 1842, and, as such, carried the challenge of the former to Mr. Lincoln. (See *Duels*.)

WHITING, Lorenzo D., legislator, was born in Wayne County, N. Y., Nov. 17, 1819; came to Illinois in 1838, but did not settle there permanently until 1849, when he located in Bureau County. He was a Representative from that county in the Twenty-sixth General Assembly (1869), and a member of the Senate continuously from 1871 to 1887, serving in the latter through eight General Assemblies. Died at his home near Tiskilwa, Bureau County, Ill., Oct. 10, 1889.

WHITING, Richard H., Congressman, was born at West Hartford, Conn., June 17, 1826, and received a common school education. In 1862 he was commissioned Paymaster in the Volunteer Army of the Union, and resigned in 1866. Having removed to Illinois, he was appointed Assistant Assessor of Internal Revenue for the Fifth Illinois District, in February, 1870, and so continued until the abolition of the office in 1873. On retiring from the Assessorship he was appointed Collector of Internal Revenue, and served until March 4, 1875, when he resigned to take his seat as Republican Representative in Congress from the Peoria District, to which he had been elected in November, 1874. After the expiration of his term he held no public office, but was a member of the Republican National Convention of 1884. Died, at the Continental Hotel, in New York City, May 24, 1888.

WHITNEY, James W., pioneer lawyer and early teacher, known by the nickname of "Lord Coke"; came to Illinois in Territorial days (believed to have been about 1800); resided for some time at or near Edwardsville, then became a teacher at Atlas, Pike County, and, still later, the first Circuit and County Clerk of that county. Though nominally a lawyer, he had little if any practice. He acquired the title, by which he was popularly known for a quarter of a century, by his custom of visiting the State Capital, during the sessions of the General Assembly, when he would organize the lobbyists and visitors about the capital—of which there were an unusual number in those days—into what was called the "Third House." Having been regularly chosen to preside under the name of "Speaker of the Lobby," he would deliver a message full of practical hits and jokes, aimed at members of the two houses and others, which would be received with cheers and laughter. The meetings of the "Third House," being held in the evening, were attended by many members and visitors in lieu of other forms of entertainment. Mr. Whitney's home, in his latter years,

was at Pittsfield. He resided for a time at Quincy. Died, Dec. 13, 1860, aged over 80 years.

WHITTEMORE, Floyd K., State Treasurer, is a native of New York, came at an early age, with his parents, to Sycamore, Ill., where he was educated in the high school there. He purposed becoming a lawyer, but, on the election of the late James H. Beveridge State Treasurer, in 1864, accepted the position of clerk in the office. Later, he was employed as a clerk in the banking house of Jacob Bunn in Springfield, and, on the organization of the State National Bank, was chosen cashier of that Institution, retaining the position some twenty years. After the appointment of Hon. John R. Tanner to the position of Assistant Treasurer of the United States, at Chicago, in 1892, Mr. Whittemore became cashier in that office, and, in 1865, Assistant State Treasurer under the administration of State Treasurer Henry Wulff. In 1898 he was elected State Treasurer, receiving a plurality of 43,450 over his Democratic opponent.

WICKERSHAM, (Col.) Dudley, soldier and merchant, was born in Woodford County, Ky., Nov. 22, 1819; came to Springfield, Ill., in 1843, and served as a member of the Fourth Regiment Illinois Volunteers (Col. E. D. Baker's) through the Mexican War. On the return of peace he engaged in the dry-goods trade in Springfield, until 1861, when he enlisted in the Tenth Regiment Illinois Cavalry, serving, first as Lieutenant-Colonel and then as Colonel, until May, 1864, when, his regiment having been consolidated with the Fifteenth Cavalry, he resigned. After the war, he held the office of Assessor of Internal Revenue for several years, after which he engaged in the grocery trade. Died, in Springfield, August 8, 1898.

WIDEN, Raphael, pioneer and early legislator, was a native of Sweden, who, having been taken to France at eight years of age, was educated for a Catholic priest. Coming to the United States in 1815, he was at Cahokia, Ill., in 1818, where, during the same year, he married into a French family of that place. He served in the House of Representatives from Randolph County, in the Second and Third General Assemblies (1820-24), and as Senator in the Fourth and Fifth (1824-28). During his last term in the House, he was one of those who voted against the pro-slavery Convention resolution. He died of cholera, at Kaskaskia, in 1833.

WIKE, Scott, lawyer and ex-Congressman, was born at Meadville, Pa., April 6, 1834; at 4 years of age removed with his parents to Quincy, Ill.,

and, in 1844, to Pike County. Having graduated from Lombard University, Galesburg, in 1857, he began reading law with Judge O. C. Skinner of Quincy. He was admitted to the bar in 1858, but, before commencing practice, spent a year at Harvard Law School, graduating there in 1859. Immediately thereafter he opened an office at Pittsfield, Ill., and has resided there ever since. In politics he has always been a strong Democrat. He served two terms in the Legislature (1863-67) and, in 1874, was chosen Representative from his District in Congress, being re-elected in 1888 and, again, in 1890. In 1893 he was appointed by President Cleveland Third Assistant Secretary of the Treasury, which position he continued to fill until March, 1897, when he resumed the practice of law at Pittsfield. Died Jan. 15, 1901.

WILEY, (Col.) Benjamin Ladd, soldier, was born in Smithfield, Jefferson County, Ohio, March 25, 1821, came to Illinois in 1845 and began life at Vienna, Johnson County, as a teacher. In 1846 he enlisted for the Mexican War, as a member of the Fifth (Colonel Newby's) Regiment Illinois Volunteers, serving chiefly in New Mexico until mustered out in 1848. A year later he removed to Jonesboro, where he spent some time at the carpenter's trade, after which he became clerk in a store, meanwhile assisting to edit "The Jonesboro Gazette" until 1853; then became traveling salesman for a St. Louis firm, but later engaged in the hardware trade at Jonesboro, in which he continued for several years. In 1856 he was the Republican candidate for Congress for the Ninth District, receiving 4,000 votes, while Fremont, the Republican candidate for President, received only 825 in the same district. In 1857 he opened a real estate office in Jonesboro in conjunction with David L. Phillips and Col. J. W. Ashley, with which he was connected until 1860, when he removed to Makanda, Jackson County. In September, 1861, he was mustered in as Lieutenant-Colonel of the Fifth Illinois Cavalry, later serving in Missouri and Arkansas under Generals Steele and Curtiss, being, a part of the time, in command of the First Brigade of Cavalry, and, in the advance on Vicksburg, having command of the right wing of General Grant's cavalry. Being disabled by rheumatism at the end of the siege, he tendered his resignation, and was immediately appointed Enrolling Officer at Cairo, serving in this capacity until May, 1865, when he was mustered out. In 1869 he was appointed by Governor Palmer one of the Commissioners to locate the Southern Illinois Hospital for the Insane, and served as

Secretary of the Board until the institution was opened at Anna, in May, 1871. In 1869 he was defeated as a candidate for County Judge of Jackson County, and, in 1872, for the State Senate, by a small majority in a strongly Democratic District; in 1876 was the Republican candidate for Congress, in the Eighteenth District, against William Hartzell, but was defeated by only twenty votes, while carrying six out of the ten counties comprising the District. In the latter years of his life, Colonel Wiley was engaged quite extensively in fruit-growing at Makanda, Jackson County, where he died, March 22, 1890.

WILKIE, Franc Bangs, journalist, was born in Saratoga County, N. Y., July 2, 1830; took a partial course at Union College, after which he edited papers at Schenectady, N. Y., Elgin, Ill., and Davenport and Dubuque, Iowa; also serving, during a part of the Civil War, as the western war correspondent of "The New York Times." In 1863 he became an editorial writer on "The Chicago Times," remaining with that paper, with the exception of a brief interval, until 1888—a part of the time as its European correspondent. He was the author of a series of sketches over the nom de plume of "Poliuto," and of a volume of reminiscences under the title, "Thirty-five Years of Journalism," published shortly before his death, which took place, April 12, 1892.

WILKIN, Jacob W., Justice of the Supreme Court, was born in Licking County, Ohio, June 7, 1837; removed with his parents to Illinois, at 12 years of age, and was educated at McKendree College; served three years in the War for the Union; studied law with Judge Scholfield and was admitted to the bar in 1866. In 1872, he was chosen Presidential Elector on the Republican ticket, and, in 1879, elected Judge of the Circuit Court and re-elected in 1885—the latter year being assigned to the Appellate bench for the Fourth District, where he remained until his election to the Supreme bench in 1888, being re-elected to the latter office in 1897. His home is at Danville.

WILKINSON, Ira O., lawyer and Judge, was born in Virginia in 1822, and accompanied his father to Jacksonville (1835), where he was educated. During a short service as Deputy Clerk of Morgan County, he conceived a fondness for the profession of the law, and, after a course of study under Judge William Thomas, was admitted to practice in 1847. Richard Yates (afterwards Governor and Senator) was his first partner. In 1845 he removed to Rock Island, and, six years later,

was elected a Circuit Judge, being again closed to the same position in 1861. At the expiration of his second term he removed to Chicago. Died, at Jacksonville, August 24, 1894.

WILKINSON, John P., early merchant, was born, Dec. 14, 1790, in New Kent County, Va., emigrated first to Kentucky, and, in 1828, settled in Jacksonville, Ill., where he engaged in mercantile business. Mr. Wilkinson was a liberal friend of Illinois College and Jacksonville Female Academy, of each of which he was a Trustee from their origin until his death, which occurred, during a business visit to St. Louis, in December, 1841.

WILL, Conrad, pioneer physician and early legislator, was born in Philadelphia, June 4, 1778; about 1804 removed to Somerset County Pa., and, in 1813, to Kaskaskia, Ill. He was a physician by profession, but having leased the saline lands on the Big Muddy, in the vicinity of what afterwards became the town of Brownsville, he engaged in the manufacture of salt, removing thither in 1815, and becoming one of the founders of Brownsville, afterwards the first county-seat of Jackson County. On the organization of Jackson County, in 1816, he became a member of the first Board of County Commissioners, and, in 1818, served as Delegate from that county in the Convention which framed the first State Constitution. Thereafter he served continuously as a member of the Legislature from 1818 to '34—first as Senator in the First General Assembly, then as Representative in the Second, Third, Fourth and Fifth, and again as Senator in the Sixth, Seventh, Eighth and Ninth—his career being conspicuous for long service. He died in office, June 11, 1834. Dr. Will was short of stature, fleshy, of jovial disposition and fond of playing practical jokes upon his associates, but very popular, as shown by his successive elections to the Legislature. He has been called "The Father of Jackson County." Will County, organized by act of the Legislature two years after his death, was named in his honor.

WILL COUNTY, a northeastern county, embracing 850 square miles, named in honor of Dr. Conrad Will, an early politician and legislator. Early explorations of the territory were made in 1829, when white settlers were few. The bluff west of Joliet is said to have been first occupied by David and Benjamin Maggard. Joseph Smith, the Mormon "apostle," expounded his peculiar doctrines at "the Point" in 1831. Several of the early settlers fled from the country during (or after) a raid by the Sac Indians.

There is a legend, seemingly well supported, to the effect that the first lumber, sawed to build the first frame house in Chicago (that of P. F. W. Peck), was sawed at Plainfield. Will County, originally a part of Cook, was separately erected in 1836, Joliet being made the county-seat. Agriculture, quarrying and manufacturing are the chief industries. Joliet, Lockport and Wilmington are the principal towns. Population (1880), 53,422; (1890), 62,007; (1900), 74,764.

WILLARD, Frances Elizabeth, teacher and reformer, was born at Churchville, N. Y., Sept. 28, 1839, graduated from the Northwestern Female College at Evanston, Ill., in 1859, and, in 1862, accepted the Professorship of Natural Sciences in that institution. During 1866-67 she was the Principal of the Genessee Wesleyan Seminary. The next two years she devoted to travel and study abroad, meanwhile contributing to various periodicals. From 1871 to 1874 she was Professor of *Æsthetics* in the Northwestern University and dean of the Woman's College. She was always an enthusiastic champion of temperance, and, in 1874, abandoned her profession to identify herself with the Woman's Christian Temperance Union. For five years she was Corresponding Secretary of the national body, and, from 1879, its President. While Secretary she organized the Home Protective Association, and prepared a petition to the Illinois Legislature, to which nearly 200,000 names were attached, asking for the granting to women of the right to vote on the license question. In 1878 she succeeded her brother, Oliver A. Willard (who had died), as editor of "The Chicago Evening Post," but, a few months later, withdrew, and, in 1882, was elected as a member of the executive committee of the National Prohibition party. In 1886 she became leader of the White Cross Movement for the protection of women, and succeeded in securing favorable legislation, in this direction, in twelve States. In 1883 she founded the World's Christian Temperance Union, and, in 1888, was chosen its President, as also President of the International Council of Women. The latter years of her life were spent chiefly abroad, much of the time as the guest and co-worker of Lady Henry Somerset, of England, during which she devoted much attention to investigating the condition of women in the Orient. Miss Willard was a prolific and highly valued contributor to the magazines, and (besides numerous pamphlets) published several volumes, including "Nineteen Beautiful Years" (a tribute to her sister); "Woman in Temperance"; "How to Win," and

"Woman in the Pulpit." Died, in New York, Feb. 18, 1898.

WILLARD, Samuel, A.M., M.D., LL.D., physician and educator, was born in Lunenburg, Vt., Dec. 30, 1821—the lineal descendant of Maj. Simon Willard, one of the founders of Concord, Mass., and prominent in "King Philip's War," and of his son, Rev. Dr. Samuel Willard, of the Old South Church, Boston, and seventh President of Harvard College. The subject of this sketch was taken in his infancy to Boston, and, in 1831, to Carrollton, Ill., where his father pursued the avocation of a druggist. After a preparatory course at Shurtleff College, Upper Alton, in 1836 he entered the freshman class in Illinois College at Jacksonville, but withdrew the following year, re-entering college in 1840 and graduating in the class of 1843, as a classmate of Dr. Newton Bateman, afterwards State Superintendent of Public Instruction and President of Knox College, and Rev. Thomas K. Beecher, now of Elmira, N. Y. The next year he spent as Tutor in Illinois College, when he began the study of medicine at Quincy, graduating from the Medical Department of Illinois College in 1848. During a part of the latter year he edited a Free-Soil campaign paper ("The Tribune") at Quincy, and, later, "The Western Temperance Magazine" at the same place. In 1849 he began the practice of his profession at St. Louis, but the next year removed to Collinsville, Ill., remaining until 1857, when he took charge of the Department of Languages in the newly organized State Normal University at Normal. The second year of the Civil War (1862) he enlisted as a private in the Ninety-seventh Illinois Volunteer Infantry, but was soon after commissioned as Surgeon with the rank of Major, participating in the campaigns in Tennessee and in the first attack upon Vicksburg. Being disabled by an attack of paralysis, in February, 1863, he was compelled to resign, when he had sufficiently recovered accepting a position in the office of Provost Marshal General Oakes, at Springfield, where he remained until the close of the war. He then became Grand Secretary of the Independent Order of Odd-Fellows for the State of Illinois—a position which he had held from 1856 to 1862—remaining under his second appointment from 1865 to '69. The next year he served as Superintendent of Schools at Springfield, meanwhile assisting in founding the Springfield public library, and serving as its first librarian. In 1870 he accepted the professorship of History in the West Side High School of Chicago, which, with the exception of two years (1884-86),

he continued to occupy for more than twenty-five years, retiring in 1898. In the meantime, Dr. Willard has been a laborious literary worker, having been, for a considerable period, editor, or assistant-editor, of "The Illinois Teacher," a contributor to "The Century Magazine" and "The Dial" of Chicago, besides having published a "Digest of the Laws of Odd Fellowship" in sixteen volumes, begun while he was Grand Secretary of the Order in 1864, and continued in 1872 and '82; a "Synopsis of History and Historical Chart," covering the period from B. C. 800 to A. D. 1876—of which he has had a second edition in course of preparation. Of late years he has been engaged upon a "Historical Dictionary of Names and Places," which will include some 12,000 topics, and which promises to be the most important work of his life. Previous to the war he was an avowed Abolitionist and operator on the "Underground Railroad," who made no concealment of his opinions, and, on one or two occasions, was called to answer for them in prosecutions under the "Fugitive Slave Act." (See "Underground Railroad.") His friend and classmate, the late Dr. Bateman, says of him: "Dr. Willard is a sound thinker; a clear and forcible writer; of broad and accurate scholarship; conscientious, genial and kindly, and a most estimable gentleman."

WILLIAMS, Archibald, lawyer and jurist, was born in Montgomery County, Ky., June 10, 1801; with moderate advantages but natural fondness for study, he chose the profession of law, and was admitted to the bar in Tennessee in 1828, coming to Quincy, Ill., the following year. He was elected to the General Assembly three times—serving in the Senate in 1832-36, and in the House, 1836-40; was United States District Attorney for the Southern District of Illinois, by appointment of President Taylor, 1849-53; was twice the candidate of his party (the Whig) for United States Senator, and appointed by President Lincoln, in 1861, United States District Judge for the State of Kansas. His abilities and high character were widely recognized. Died, in Quincy, Sept. 21, 1863—His son, **John H.**, an attorney at Quincy, served as Judge of the Circuit Court 1879-85.—Another son, **Abraham Lincoln**, was twice elected Attorney-General of Kansas.

WILLIAMS, Erastus Smith, lawyer and jurist, was born at Salem, N. Y., May 22, 1821. In 1842 he removed to Chicago, where, after reading law, he was admitted to the bar in 1844. In 1854 he was appointed Master in Chancery, which

office he filled until 1863, when he was elected a Judge of the Circuit Court of Cook County. After re-election in 1870 he became Chief Justice, and, at the same time, heard most of the cases on the equity side of the court. In 1879 he was a candidate for re-election as a Republican, but was defeated with the party ticket. After his retirement from the bench he resumed private practice. Died, Feb. 24, 1884.

WILLIAMS, James R., Congressman, was born in White County, Ill., Dec. 27, 1850, at the age of 25 graduated from the Indiana State University, at Bloomington, and, in 1876, from the Union College of Law, Chicago, since then being an active and successful practitioner at Carmi. In 1880 he was appointed Master in Chancery and served two years. From 1882 to 1886 he was County Judge. In 1892 he was a nominee on the Democratic ticket for Presidential Elector. He was elected to represent the Nineteenth Illinois District in the Fifty-first Congress at a special election held to fill the vacancy occasioned by the death of R. W. Townshend, was re-elected in 1890 and 1892, but defeated by Orlando Burrell (Republican) for re-election in the newly organized Twentieth District in 1894. In 1898 he was again a candidate and elected to the Fifty-sixth Congress.

WILLIAMS, John, pioneer merchant, was born in Bath County, Ky., Sept. 11, 1808; between 14 and 16 years of age was clerk in a store in his native State; then, joining his parents, who had settled on a tract of land in a part of Sangamon (now Menard) County, Ill., he found employment as clerk in the store of Major Elijah Iles, at Springfield, whom he succeeded in business at the age of 22, continuing it without interruption until 1880. In 1856 Mr. Williams was the Republican candidate for Congress in the Springfield District, and, in 1861, was appointed Commissary-General for the State, rendering valuable service in furnishing supplies for State troops, in camps of instruction and while proceeding to the field, in the first years of the war; was also chief officer of the Illinois Sanitary Commission for two years, and, as one of the intimate personal friends of Mr. Lincoln, was chosen to accompany the remains of the martyred President, from Washington to Springfield, for burial. Liberal, enterprising and public-spirited, his name was associated with nearly every public enterprise of importance in Springfield during his business career—being one of the founders, and, for eleven years President, of the First National Bank; a chief promoter in the construction of

what is now the Springfield Division of the Illinois Central Railroad, and the Springfield and Peoria line; a Director of the Springfield Iron Company; one of the Commissioners who constructed the Springfield water-works, and an officer of the Lincoln Monument Association, from 1865 to his death, May 29, 1890.

WILLIAMS, Norman, lawyer, was born at Woodstock, Vt., Feb. 1, 1833, being related, on both the paternal and maternal sides, to some of the most prominent families of New England. He fitted for college at Union Academy, Meriden, and graduated from the University of Vermont in the class of 1855. After taking a course in the Albany Law School and with a law firm in his native town, he was admitted to practice in both New York and Vermont, removed to Chicago in 1858, and, in 1860, became a member of the firm of King, Kales & Williams, still later forming a partnership with Gen. John L. Thompson, which ended with the death of the latter in 1888. In a professional capacity he assisted in the organization of the Pullman Palace Car Company, and was a member of its Board of Directors; also assisted in organizing the Western Electric Company, and was prominently identified with the Chicago Telephone Company and the Western Union Telegraph Company. In 1881 he served as the United States Commissioner to the Electrical Exposition at Paris. In conjunction with his brother (Edward H. Williams) he assisted in founding the public library at Woodstock, Vt., which, in honor of his father, received the name of "The Norman Williams Public Library." With Col. Huntington W. Jackson and J. McGregor Adams, Mr. Williams was named, in the will of the late John Crerar, as an executor of the Crerar estate and one of the Trustees of the Crerar Public Library, and became its first President; was also a Director of the Chicago Public Library, and trustee of a number of large estates. Mr. Williams was a son-in-law of the late Judge John D. Caton, and his oldest daughter became the wife of Major-General Wesley Merritt, a few months before his death, which occurred at Hampton Beach, N. H., June 19, 1899—his remains being interred in his native town of Woodstock, Vt.

WILLIAMS, Robert Ebenezer, lawyer, born Dec. 3, 1825, at Clarksville, Pa., his grandfathers on both sides being soldiers of the Revolutionary War. In 1830 his parents removed to Washington in the same State, where in boyhood he worked as a mechanic in his father's shop, attending a common school in the winter until

he reached the age of 17 years, when he entered Washington College, remaining for more than a year. He then began teaching, and, in 1845 went to Kentucky, where he pursued the business of a teacher for four years. Then he entered Bethany College in West Virginia, at the same time prosecuting his law studies, but left at the close of his junior year, when, having been licensed to practice, he removed to Clinton, Texas. Here he accepted, from a retired lawyer, the loan of a law library, which he afterwards purchased; served for two years as State's Attorney, and, in 1856, came to Bloomington, Ill., where he spent the remainder of his life in the practice of his profession. Much of his time was devoted to practice as a railroad attorney, especially in connection with the Chicago & Alton and the Illinois Central Railroads, in which he acquired prominence and wealth. He was a life-long Democrat and, in 1868, was the unsuccessful candidate of his party for Attorney-General of the State. The last three years of his life he had been in bad health, dying at Bloomington, Feb. 15, 1899.

WILLIAMS, Samuel, Bank President, was born in Adams County, Ohio, July 11, 1820; came to Winnebago County, Ill., in 1835, and, in 1842, removed to Iroquois County, where he held various local offices, including that of County Judge, to which he was elected in 1861. During his later years he had been President of the Watseka Citizens' Bank. Died, June 16, 1896.

WILLIAMSON, Rollin Samuel, legislator and jurist, was born at Cornwall, Vt., May 23, 1839. At the age of 14 he went to Boston, where he began life as a telegraph messenger boy. In two years he had become a skillful operator, and, as such, was employed in various offices in New England and New York. In 1857 he came to Chicago seeking employment and, through the fortunate correction of an error on the part of the receiver of a message, secured the position of operator and station agent at Palatine, Cook County. Here he read law during his leisure time without a preceptor, and, in 1870, was admitted to the bar. The same year he was elected to the lower House of the General Assembly and, in 1872, to the Senate. In 1880 he was elected to the bench of the Superior Court of Cook County, and, in 1887, was chosen a Judge of the Cook County Circuit Court. Died, August 10, 1889.

WILLIAMSON COUNTY, in the southern part of the State, originally set off from Franklin and organized in 1839. The county is well watered,

the principal streams being the Big Muddy and the South Fork of the Saline. The surface is undulating and the soil fertile. The region was originally well covered with forests. All the cereals (as well as potatoes) are cultivated, and rich meadows encourage stock-raising. Coal and sandstone underlie the entire county. Area, 440 square miles; population (1880), 19,324; (1890) 22,226; (1900), 27,796.

WILLIAMSVILLE, village of Sangamon County, on Chicago & Alton Railroad, 12 miles north of Springfield; has a bank, elevator, 3 churches, a newspaper and coal-mines. Pop. (1900), 573.

WILLIS, Jonathan Clay, soldier and former Railroad and Warehouse Commissioner, was born in Sumner County, Tenn., June 27, 1826; brought to Gallatin County, Ill., in 1834, and settled at Golconda in 1843; was elected Sheriff of Pope County in 1856, removed to Metropolis in 1859, and engaged in the wharf-boat and commission business. He entered the service as Quartermaster of the Forty-eighth Illinois Volunteers in 1861, but was compelled to resign on account of injuries, in 1863; was elected Representative in the Twenty-sixth General Assembly (1868), appointed Collector of Internal Revenue in 1869, and Railway and Warehouse Commissioner in 1892, as the successor of John R. Tanner, serving until 1893.

WILMETTE, a village in Cook County, 14 miles north of Chicago, on the Chicago & Northwestern Railroad, a handsome suburb of Chicago on the shore of Lake Michigan; principal streets paved and shaded with fine forest trees; has public library and good schools. Pop. (1900), 2,300.

WILMINGTON, a city of Will County, on the Kankakee River and the Chicago & Alton Railroad, 53 miles from Chicago and 15 south-southwest of Joliet; has considerable manufactures, two National banks, a graded school, churches and one newspaper. Wilmington is the location of the Illinois Soldiers' Widows' Home. Population (1890), 1,576; (1900), 1,420.

WILSON, Charles Lush, journalist, was born in Fairfield County, Conn., Oct. 10, 1818, educated in the common schools and at an academy in his native State, and, in 1835, removed to Chicago, entering the employment of his older brothers, who were connected with the construction of the Illinois & Michigan Canal at Joliet. His brother, Richard L., having assumed charge of "The Chicago Daily Journal" (the successor of "The Chicago American"), in 1844, Charles L. took a position in the office, ultimately securing a partnership, which continued until the death

of his brother in 1856, when he succeeded to the ownership of the paper. Mr. Wilson was an ardent friend and supporter of Abraham Lincoln for the United States Senate in 1858, but, in 1860, favored the nomination of Mr. Seward for the Presidency, though earnestly supporting Mr. Lincoln after his nomination. In 1861 he was appointed Secretary of the American Legation at London, serving with the late Minister Charles Francis Adams, until 1864, when he resigned and resumed his connection with "The Journal." In 1875 his health began to fail, and three years later, having gone to San Antonio, Tex., in the hope of receiving benefit from a change of climate, he died in that city, March 9, 1878.—

Richard Lush (Wilson), an older brother of the preceding, the first editor and publisher of "The Chicago Evening Journal," the oldest paper of consecutive publication in Chicago, was a native of New York. Coming to Chicago with his brother John L., in 1834, they soon after established themselves in business on the Illinois & Michigan Canal, then in course of construction. In 1844 he took charge of "The Chicago Daily Journal" for a publishing committee which had purchased the material of "The Chicago American," but soon after became principal proprietor. In April, 1847, while firing a salute in honor of the victory of Buena Vista, he lost an arm and was otherwise injured by the explosion of the cannon. Early in 1849, he was appointed, by President Taylor, Postmaster of the city of Chicago, but, having failed of confirmation, was compelled to retire in favor of a successor appointed by Millard Fillmore, eleven months later. Mr. Wilson published a little volume in 1842 entitled "A Trip to Santa Fe," and, a few years later, a story of travel under the title, "Short Ravelings from a Long Yarn." Died, December, 1856.—

John Lush (Wilson), another brother, also a native of New York, came to Illinois in 1834, was afterwards associated with his brothers in business, being for a time business manager of "The Chicago Journal;" also served one term as Sheriff of Cook County. Died, in Chicago, April 13, 1888.

WILSON, Isaac Grant, jurist, was born at Middlebury, N. Y., April 26, 1817, graduated from Brown University in 1838, and the same year came to Chicago, whither his father's family had preceded him in 1835. After reading law for two years, he entered the senior class at Cambridge (Mass.) Law School, graduating in 1841. In August of that year he opened an office at Elgin, and, for ten years "rode the cir-

cuit." In 1851 he was elected to the bench of the Thirteenth Judicial Circuit to fill a vacancy, and re-elected for a full term in 1855, and again in '61. In November of the latter year he was commissioned the first Colonel of the Fifty-second Illinois Volunteer Infantry, but resigned, a few weeks later, and resumed his place upon the bench. From 1867 to 1879 he devoted himself to private practice, which was largely in the Federal Courts. In 1879 he resumed his seat upon the bench (this time for the Twelfth Circuit), and was at once designated as one of the Judges of the Appellate Court at Chicago, of which tribunal he became Chief Justice in 1881. In 1885 he was re-elected Circuit Judge, but died, about the close of his term, at Geneva, June 8, 1891.

WILSON, James Grant, soldier and author, was born at Edinburgh, Scotland, April 28, 1832, and, when only a year old, was brought by his father, William Wilson, to America. The family settled at Poughkeepsie, N. Y., where James Grant was educated at College Hill and under private teachers. After finishing his studies he became his father's partner in business, but, in 1855, went abroad, and, shortly after his return, removed to Chicago, where he founded the first literary paper established in the Northwest. At the outbreak of the Civil War, he disposed of his journal to enlist in the Fifteenth Illinois Cavalry, of which he was commissioned Major and afterwards promoted to the colonelcy. In August, 1863, while at New Orleans, by advice of General Grant, he accepted a commission as Colonel of the Fourth Regiment United States Colored Cavalry, and was assigned, as Aid-de-camp, to the staff of the Commander of the Department of the Gulf, filling this post until April, 1865. When General Banks was relieved, Colonel Wilson was brevetted Brigadier-General and placed in command at Port Hudson, resigning in July, 1865, since which time his home has been in New York. He is best known as an author, having published numerous addresses, and being a frequent contributor to American and European magazines. Among larger works which he has written or edited are "Biographical Sketches of Illinois Officers"; "Love in Letters"; "Life of General U. S. Grant"; "Life and Letters of Fitz Greene Halleck"; "Poets and Poetry of Scotland"; "Bryant and His Friends", and "Appleton's Cyclopedia of American Biography."

WILSON, James Harrison, soldier and military engineer, was born near Shawneetown, Ill., Sept. 2, 1837. His grandfather, Alexander Wil-

son, was one of the pioneers of Illinois, and his father (Harrison Wilson) was an ensign during the War of 1812 and a Captain in the Black Hawk War. His brother (Bluford Wilson) served as Assistant Adjutant-General of Volunteers during the Civil War, and as Solicitor of the United States Treasury during the "whisky ring" prosecutions. James H. was educated in the common schools, at McKendree College, and the United States Military Academy at West Point, graduating from the latter in 1860, and being assigned to the Topographical Engineer Corps. In September, 1861, he was promoted to a First Lieutenancy, then served as Chief Topographical Engineer of the Port Royal expedition until March, 1862; was afterwards attached to the Department of the South, being present at the bombardment of Fort Pulaski; was Aid-de-camp to McClellan, and participated in the battles of South Mountain and Antietam; was made Lieutenant-Colonel of Volunteers in November, 1862; was Chief Topographical Engineer and Inspector-General of the Army of the Tennessee until October, 1863, being actively engaged in the operations around Vicksburg; was made Captain of Engineers in May, 1863, and Brigadier-General of Volunteers, Oct. 31, following. He also conducted operations preliminary to the battle of Chattanooga and Missionary Ridge, and for the relief of Knoxville. Later, he was placed in command of the Third Division of the cavalry corps of the Army of the Potomac, serving from May to August, 1864, under General Sheridan. Subsequently he was transferred to the Department of the Mississippi, where he so distinguished himself that, on April 20, 1865, he was made Major-General of Volunteers. In twenty-eight days he captured five fortified cities, twenty-three stands of colors, 288 guns and 6,820 prisoners—among the latter being Jefferson Davis. He was mustered out of the volunteer service in January, 1866, and, on July 28, following, was commissioned Lieutenant-Colonel of the Thirty-fifth United States Infantry, being also brevetted Major-General in the regular army. On Dec. 31, 1870, he returned to civil life, and was afterwards largely engaged in railroad and engineering operations, especially in West Virginia. Promptly after the declaration of war with Spain (1898) General Wilson was appointed, by the President, Major-General of Volunteers, serving until its close. He is the author of "China: Travels and Investigations in the Middle Kingdom"; "Life of Andrew J. Alexander"; and the "Life of Gen. U. S. Grant," in conjunction with Charles A.

Dana. His home, in recent years, has been in New York.

WILSON, John M., lawyer and jurist, was born in New Hampshire in 1802, graduated at Bowdoin College in 1824—the classmate of Franklin Pierce and Nathaniel Hawthorne; studied law in New Hampshire and came to Illinois in 1835, locating at Joliet; removed to Chicago in 1841, where he was the partner of Norman B. Judd, serving, at different periods, as attorney of the Chicago & Rock Island, the Lake Shore & Michigan Southern and the Chicago & Northwestern Railways; was Judge of the Court of Common Pleas of Cook County, 1853-59, when he became Presiding Judge of the Superior Court of Chicago, serving until 1868. Died, Dec. 7, 1883.

WILSON, John P., lawyer, was born in Whiteside County, Ill., July 3, 1844; educated in the common schools and at Knox College, Galesburg, graduating from the latter in 1865; two years later was admitted to the bar in Chicago, and speedily attained prominence in his profession. During the World's Fair period he was retained as counsel by the Committee on Grounds and Buildings, and was prominently connected, as counsel for the city, with the Lake Front litigation.

WILSON, Robert L., early legislator, was born in Washington County, Pa., Sept. 11, 1805, taken to Zanesville, Ohio, in 1810, graduated at Franklin College in 1831, studied law and, in 1833, removed to Athens (now in Menard County), Ill.; was elected Representative in 1836, and was one of the members from Sangamon County, known as the "Long Nine," who assisted in securing the removal of the State Capital to Springfield. Mr. Wilson removed to Sterling, Whiteside County, in 1840, was elected five times Circuit Clerk and served eight years as Probate Judge. Immediately after the fall of Fort Sumter, he enlisted as private in a battalion in Washington City under command of Cassius M. Clay, for guard duty until the arrival of the Seventh New York Regiment. He subsequently assisted in raising troops in Illinois, was appointed Paymaster by Lincoln, serving at Washington, St. Louis, and, after the fall of Vicksburg, at Springfield—being mustered out in November, 1865. Died, in Whiteside County, 1880.

WILSON, Robert S., lawyer and jurist, was born at Montrose, Susquehanna County, Pa., Nov. 6, 1812; learned the printer's art, then studied law and was admitted to the bar in Allegheny County, about 1833; in 1836 removed to Ann Arbor, Mich., where he served as Probate Judge

and State Senator; in 1850 came to Chicago, was elected Judge of the Recorder's Court in 1853, and re-elected in 1858, serving ten years, and proving "a terror to evil-doers." Died, at Lawrence, Mich., Dec. 23, 1882.

WILSON, William, early jurist, was born in Loudoun County, Va., April 27, 1794; studied law with Hon. John Cook, a distinguished lawyer, and minister to France in the early part of the century; in 1817 removed to Kentucky, soon after came to Illinois, two years later locating in White County, near Carmi, which continued to be his home during the remainder of his life. In 1819 he was appointed Associate Justice of the Supreme Court as successor to William P. Foster, who is described by Governor Ford as "a great rascal and no lawyer," and who held office only about nine months. Judge Wilson was re-elected to the Supreme bench, as Chief-Justice, in 1825, being then only a little over 30 years old, and held office until the reorganization of the Supreme Court under the Constitution of 1848—a period of over twenty-nine years, and, with the exception of Judge Browne's, the longest term of service in the history of the court. He died at his home in White County, April 29, 1857. A Whig in early life, he allied himself with the Democratic party on the dissolution of the former. Hon. James C. Conkling, of Springfield, says of him, "as a writer, his style was clear and distinct; as a lawyer, his judgment was sound and discriminating."

WINCHESTER, a city and county-seat of Scott County, founded in 1839, situated on Big Sandy Creek and on the line of the Chicago, Burlington & Quincy Railroad, 29 miles south of Beardstown and 84 miles north by west of St. Louis. While the surrounding region is agricultural and largely devoted to wheat growing, there is some coal mining. Winchester is an important shipping-point, having three grain elevators, two flouring mills, and a coal mine employing fifty miners. There are four Protestant and one Catholic church, a court house, a high school, a graded school building, two banks and two weekly newspapers. Population (1880), 1,626; (1890), 1,542; (1900), 1,711.

WINDSOR, a city of Shelby County at the crossing of the Cleveland, Cincinnati, Chicago & St. Louis and the Wabash Railways, 11 miles northeast of Shelbyville. Population (1880), 768; (1890), 888; (1900), 866.

WINES, Frederick Howard, clergyman and sociologist, was born in Philadelphia, Pa., April 9, 1838, graduated at Washington (Pa.) College

in 1857, and, after serving as tutor there for a short time, entered Princeton Theological Seminary, but was compelled temporarily to discontinue his studies on account of a weakness of the eyes. The Presbytery of St. Louis licensed him to preach in 1860, and, in 1862, he was commissioned Hospital Chaplain in the Union army. During 1862-64 he was stationed at Springfield, Mo., participating in the battle of Springfield on Jan. 8, 1863, and being personally mentioned for bravery on the field in the official report. Re-entering the seminary at Princeton in 1864, he graduated in 1865, and at once accepted a call to the pulpit of the First Presbyterian Church of Springfield, Ill., which he filled for four years. In 1869 he was appointed Secretary of the newly created Board of Commissioners of Public Charities of Illinois, in which capacity he continued until 1893, when he resigned. For the next four years he was chiefly engaged in literary work, in lecturing before universities on topics connected with social science, in aiding in the organization of charitable work, and in the conduct of a thorough investigation into the relations between liquor legislation and crime. At an early period he took a prominent part in organizing the various Boards of Public Charities of the United States into an organization known as the National Conference of Charities and Corrections, and, at the Louisville meeting (1883), was elected its President. At the International Penitentiary Congress at Stockholm (1878) he was the official delegate from Illinois. On his return, as a result of his observations while abroad, he submitted to the Legislature a report strongly advocating the construction of the Kankakee Hospital for the Insane, then about to be built, upon the "detached ward" or "village" plan, a departure from then existing methods, which marks an era in the treatment of insane in the United States. Mr. Wines conducted the investigation into the condition and number of the defective, dependent and delinquent classes throughout the country, his report constituting a separate volume under the "Tenth Census," and rendered a similar service in connection with the eleventh census (1890). In 1887 he was elected Secretary of the National Prison Association, succeeding to the post formerly held by his father, Enoch Cobb Wines, D.D., LL.D. After the inauguration of Governor Tanner in 1897, he resumed his former position of Secretary of the Board of Public Charities, remaining until 1899, when he again tendered his resignation, having received the appointment to the position of Assistant Director

of the Twelfth Census, which he now holds. He is the author of "Crime and Reformation" (1895); of a voluminous series of reports; also of numerous pamphlets and brochures, among which may be mentioned "The County Jail System; An Argument for its Abolition" (1878); "The Kankakee Hospital" (1882); "Provision for the Insane in the United States" (1885); "Conditional Liberation, or the Paroling of Prisoners" (1886), and "American Prisons in the Tenth Census" (1888).

WINES, Walter B., lawyer (brother of Frederick H. Wines), was born in Boston, Mass., Oct. 10, 1848, received his primary education at Williston Academy, East Hampton, Mass., after which he entered Middlebury College, Vt., taking a classical course and graduating there. He afterwards became a student in the law department of Columbia College, N. Y., graduating in 1871, being admitted to the bar the same year and commencing practice in New York City. In 1879 he came to Springfield, Ill., and was, for a time, identified with the bar of that city. Later, he removed to Chicago, where he has been engaged in literary and journalistic work.

WINNEBAGO COUNTY, situated in the "northern tier," bordering on the Wisconsin State line; was organized, under an act passed in 1836, from La Salle and Jo Daviess Counties, and has an area of 552 square miles. The county is drained by the Rock and Pecatonica Rivers. The surface is rolling prairie and the soil fertile. The geology is simple, the quaternary deposits being underlaid by the Galena blue and buff limestone, adapted for building purposes. All the cereals are raised in abundance, the chief product being corn. The Winnebago Indians (who gave name to the county) formerly lived on the west side of the Rock River, and the Pottawatomies on the east, but both tribes removed westward in 1835. (As to manufacturing interests, see *Rockford*.) Population (1880), 30,505; (1890), 39,938; (1900), 47,845

WINNEBAGO WAR. The name given to an Indian disturbance which had its origin in 1827, during the administration of Gov. Ninian Edwards. The Indians had been quiet since the conclusion of the War of 1812, but a few isolated outrages were sufficient to start terrified "runners" in all directions. In the northern portion of the State, from Galena to Chicago (then Fort Dearborn) the alarm was intense. The meagre militia force of the State was summoned and volunteers were called for. Meanwhile, 600 United States Regular Infantry, under command

of Gen. Henry Atkinson, put in an appearance. Besides the infantry, Atkinson had at his disposal some 130 mounted sharpshooters. The origin of the disturbance was as follows: The Winnebagoes attacked a band of Chippewas, who were (by treaty) under Government protection, several of the latter being killed. For participation in this offense, four Winnebago Indians were summarily apprehended, surrendered to the Chippewas and shot. Meanwhile, some dispute had arisen as to the title of the lands, claimed by the Winnebagoes in the vicinity of Galena, which had been occupied by white miners. Repeated acts of hostility and of reprisal, along the Upper Mississippi, intensified mutual distrust. A gathering of the Indians around two keel-boats, laden with supplies for Fort Snelling, which had anchored near Prairie du Chien and opposite a Winnebago camp, was regarded by the whites as a hostile act. Liquor was freely distributed, and there is historical evidence that a half-dozen drunken squaws were carried off and shamefully maltreated. Several hundred warriors assembled to avenge the deception which had been practiced upon them. They laid in ambush for the boats on their return trip. The first passed too rapidly to be successfully assailed, but the second grounded and was savagely, yet unsuccessfully, attacked. The presence of General Atkinson's forces prevented an actual outbreak, and, on his demand, the great Winnebago Chief, Red Bird, with six other leading men of the tribe, surrendered themselves as hostages to save their nation from extermination. A majority of these were, after trial, acquitted. Red Bird, however, unable to endure confinement, literally pined to death in prison, dying on Feb. 16, 1828. He is described as having been a savage of superior intelligence and noble character. A treaty of peace was concluded with the Winnebagoes in a council held at Prairie du Chien, a few months later, but the affair seems to have produced as much alarm among the Indians as it did among the whites. (For *Winnebago Indians* see page 576.)

WINNETKA, a village of Cook County, on the Chicago & Northwestern Railway, 16½ miles north of Chicago. It stands eighty feet above the level of Lake Michigan, has good schools (being the seat of the Winnetka Institute), several churches, and is a popular residence town. Population (1880), 584; (1890), 1,079; (1900), 1,833.

WINSTON, Frederick Hampton, lawyer, was born in Liberty County, Ga., Nov. 20, 1830, was brought to Woodford County, Ky., in 1835, left an orphan at 12, and attended the common

schools until 18, when, returning to Georgia, he engaged in cotton manufacture. He finally began the study of law with United States Senator W. C. Dawson, and graduated from Harvard Law School in 1852; spent some time in the office of W. M. Evarts in New York, was admitted to the bar and came to Chicago in 1853, where he formed a partnership with Norman B. Judd, afterwards being associated with Judge Henry W. Blodgett; served as general solicitor of the Lake Shore and Michigan Southern, the Chicago, Rock Island & Pacific and the Pittsburgh, Fort Wayne & Chicago Railways—remaining with the latter twenty years. In 1885 he was appointed, by President Cleveland, Minister to Persia, but resigned the following year, and traveled extensively in Russia, Scandinavia and other foreign countries. Mr. Winston was a delegate to the Democratic National Conventions of 1868, '76 and '84; first President of the Stock Yards at Jersey City, for twelve years President of the Lincoln Park Commission, and a Director of the Lincoln National Bank.

WISCONSIN CENTRAL LINES. The Wisconsin Central Company was organized, June 17, 1887, and subsequently acquired the Minnesota, St. Croix & Wisconsin, the Wisconsin & Minnesota, the Chippewa Falls & Western, the St. Paul & St. Croix Falls, the Wisconsin Central, the Penokee, and the Packwaukee & Montebello Railroads, and assumed the leases of the Milwaukee & Lake Winnebago and the Wisconsin & Minnesota Roads. On July 1, 1888, the company began to operate the entire Wisconsin Central system, with the exception of the Wisconsin Central Railroad and the leased Milwaukee & Lake Winnebago, which remained in charge of the Wisconsin Central Railroad mortgage trustees until Nov. 1, 1889, when these, too, passed under the control of the Wisconsin Central Company. The Wisconsin Central Railroad Company is a reorganization (Oct. 1, 1879) of a company formed Jan. 1, 1871. The Wisconsin Central and the Wisconsin Central Railroad Companies, though differing in name, are a financial unit; the former holding most of the first mortgage bonds of the latter, and substantially all its notes, stocks and income bonds, but, for legal reasons (such as the protection of land titles), it is necessary that separate corporations be maintained. On April 1, 1890, the Wisconsin Central Company executed a lease to the Northern Pacific Railroad, but this was set aside by the courts, on Sept. 27, 1893, for non-payment of rent, and was finally canceled. On the same day receivers were appointed to

insure the protection of all interests. The total mileage is 415.46 miles, of which the Company owns 258.90—only .10 of a mile in Illinois. A line, 58.10 miles in length, with 8.44 miles of side-track (total, 66.54 miles), lying wholly within the State of Illinois, is operated by the Chicago & Wisconsin and furnishes the allied line an entrance into Chicago.

WITHROW, Thomas F., lawyer, was born in Virginia in March, 1833, removed with his parents to Ohio in childhood, attended the Western Reserve College, and, after the death of his father, taught school and worked as a printer, later, editing a paper at Mount Vernon. In 1855 he removed to Janesville, Wis., where he again engaged in journalistic work, studied law, was admitted to the bar in Iowa in 1857, settled at Des Moines and served as private secretary of Governors Lowe and Kirkwood. In 1860 he became Supreme Court Reporter; served as Chairman of the Republican State Central Committee in 1863 and, in 1866, became associated with the Rock Island Railroad in the capacity of local attorney, was made chief law officer of the Company in 1873, and removed to Chicago, and, in 1890, was promoted to the position of General Counsel. Died, in Chicago, Feb. 3, 1893.

WOLCOTT, (Dr.) Alexander, early Indian Agent, was born at East Windsor, Conn., Feb. 14, 1790; graduated from Yale College in 1809, and, after a course in medicine, was commissioned, in 1812, Surgeon's Mate in the United States Army. In 1820 he was appointed Indian Agent at Fort Dearborn (now Chicago), as successor to Charles Jouett—the first Agent—who had been appointed a United States Judge in Arkansas. The same year he accompanied General Lewis Cass and Henry Schoolcraft on their tour among the Indians of the Northwest; was married in 1823 to Ellen Marion Kinzie, a daughter of Col. John Kinzie, the first permanent settler of Chicago; in 1825 was appointed a Justice of the Peace for Peoria County, which then included Cook County; was a Judge of Election in 1830, and one of the purchasers of a block of ground in the heart of the present city of Chicago, at the first sale of lots, held Sept. 27, 1830, but died before the close of the year. Dr. Wolcott appears to have been a high-minded and honorable man, as well as far in advance of the mass of pioneers in point of education and intelligence.

WOMAN'S MEDICAL COLLEGE OF CHICAGO. (See *Northwestern University Woman's Medical School*.)

WOMAN SUFFRAGE. (See *Suffrage*.)

WOOD, Benson, lawyer and Congressman, was born in Susquehanna County, Pa., in 1839; received a common school and academic education; at the age of 20 came to Illinois, and, for two years, taught school in Lee County. He then enlisted as a soldier in an Illinois regiment, attaining the rank of Captain of Infantry; after the war, graduated from the Law Department of the old Chicago University, and has since been engaged in the practice of his profession. He was elected a member of the Twenty-eighth General Assembly (1872) and was a delegate to the Republican National Conventions of 1876 and 1888; also served as Mayor of the city of Effingham, where he now resides. In 1894 he was elected to the Fifty-fourth Congress by the Republicans of the Nineteenth District, which has uniformly returned a Democrat, and, in office, proved himself a most industrious and efficient member. Mr. Wood was defeated as a candidate for re-election in 1896.

WOOD, John, pioneer, Lieutenant-Governor and Governor, was born at Moravia, N. Y., Dec. 20, 1798—his father being a Revolutionary soldier who had served as Surgeon and Captain in the army. At the age of 21 years young Wood removed to Illinois, settling in what is now Adams County, and building the first log-cabin on the site of the present city of Quincy. He was a member of the upper house of the Seventeenth and Eighteenth General Assemblies, and was elected Lieutenant-Governor in 1859 on the same ticket with Governor Bissell, and served out the unexpired term of the latter, who died in office. (See *Bissell, William H.*) He was succeeded by Richard Yates in 1861. In February of that year he was appointed one of the five Commissioners from Illinois to the "Peace Conference" at Washington, to consider methods for averting civil war. The following May he was appointed Quartermaster-General for the State by Governor Yates, and assisted most efficiently in fitting out the troops for the field. In June, 1864, he was commissioned Colonel of the One Hundred and Thirty-seventh Illinois Volunteers (100-days' men) and mustered out of service the following September. Died, at Quincy, June 11, 1880. He was liberal, patriotic and public-spirited. His fellow-citizens of Quincy erected a monument to his memory, which was appropriately dedicated, July 4, 1883.

WOODFORD COUNTY, situated a little north of the center of the State, bounded on the west by the Illinois River; organized in 1841; area,

540 square miles. The surface is generally level, except along the Illinois River, the soil fertile and well watered. The county lies in the northern section of the great coal field of the State. Eureka is the county-seat. Other thriving cities and towns are Metamora, Minonk, El Paso and Roanoke. Corn, oats, wheat, potatoes and barley are the principal crops. The chief mechanical industries are flour manufacture, carriage and wagon-making, and saddlery and harness work. Population (1890), 21,429; (1900), 21,822.

WOODHULL, a village of Henry County, on Keithsburg branch Chicago, Burlington & Quincy Railroad, 15 miles west of Galva; has a bank, electric lights, water works, brick and tile works, six churches and weekly paper. Pop. (1900), 774.

WOODMAN, Charles W., lawyer and Congressman, was born in Aalborg, Denmark, March 11, 1844; received his early education in the schools of his native country, but took to the sea in 1860, following the life of a sailor until 1863, when, coming to Philadelphia, he enlisted in the Gulf Squadron of the United States. After the war, he came to Chicago, and, after reading law for some time in the office of James L. High, graduated from the Law Department of the Chicago University in 1871. Some years later he was appointed Prosecuting Attorney for some of the lower courts, and, in 1881, was nominated by the Judges of Cook County as one of the Justices of the Peace for the city of Chicago. In 1894 he became the Republican candidate for Congress from the Fourth District and was elected, but failed to secure a renomination in 1896. Died, in Elgin Asylum for the Insane, March 18, 1898.

WOODS, Robert Mann, was born at Greenville, Pa., April 17, 1840; came with his parents to Illinois in 1842, the family settling at Barry, Pike County, but subsequently residing at Pittsfield, Canton and Galesburg. He was educated at Knox College in the latter place, which was his home from 1849 to '58; later, taught school in Iowa and Missouri until 1861, when he went to Springfield and began the study of law with Milton Hay and Shelby M. Cullom. His law studies having been interrupted by the Civil War, after spending some time in the mustering and disbursing office, he was promoted by Governor Yates to a place in the executive office, from which he went to the field as Adjutant of the Sixty-fourth Illinois Infantry, known as the "Yates Sharp-Shooters." After participating, with the Army of the Tennessee, in the Atlanta campaign, he took part in the "March to the Sea," and the campaign in the Carolinas, includ-

ing the siege of Savannah and the forcing of the Salkahatchie, where he distinguished himself, as also in the taking of Columbia, Fayetteville, Cheraw, Raleigh and Bentonville. At the latter place he had a horse shot under him and won the brevet rank of Major for gallantry in the field, having previously been commissioned Captain of Company A of his regiment. He also served on the staffs of Gens. Giles A. Smith, Benjamin F. Potts, and William W. Belknap, and was the last mustering officer in General Sherman's army. In 1867 Major Woods removed to Chicago, where he was in business for a number of years, serving as chief clerk of Custom House construction from 1872 to 1877. In 1879 he purchased "The Daily Republican" at Joliet, which he conducted successfully for fifteen years. While connected with "The Republican," he served as Secretary of the Illinois Republican Press Association and in various other positions.

Major Woods was one of the founders of the Grand Army of the Republic, whose birth-place was in Illinois. (See *Grand Army of the Republic*; also *Stephenson, Dr. B. F.*) When Dr. Stephenson (who had been Surgeon of the Fourteenth Illinois Infantry), conceived the idea of founding such an order, he called to his assistance Major Woods, who was then engaged in writing the histories of Illinois regiments for the Adjutant-General's Report. The Major wrote the Constitution and By-laws of the Order, the charter blanks for all the reports, etc. The first official order bears his name as the first Adjutant-General of the Order, as follows:

HEADQUARTERS DEPARTMENT OF ILLINOIS
GRAND ARMY OF THE REPUBLIC.

SPRINGFIELD, ILL., APRIL 1, 1866.

GENERAL ORDERS {
No. 1.

{ The following named officers are hereby appointed and assigned to duty at these headquarters. They will be obeyed and respected accordingly:

Colonel Jules C. Webber, A.D.C. and Chief of Staff.
Colonel John M. Snyder, Quartermaster-General.
Major Robert M. Woods, Adjutant-General.
Captain John A. Lightfoot, Assistant Adjutant-General.
Captain John S. Phelps, Aid-de-Camp.

By order of B. F. Stephenson, Department Commander.

ROBERT M. WOODS,
Adjutant-General.

Major Woods afterwards organized the various Departments in the West, and it has been conceded that he furnished the money necessary to carry on the work during the first six months of the existence of the Order. He has never accepted a nomination or run for any political office, but is now engaged in financial business in Joliet and Chicago, with his residence in the former place.

WOODSON, David Meade, lawyer and jurist, was born in Jessamine County, Ky., May 18, 1806; was educated in private schools and at Transylvania University, and read law with his father. He served a term in the Kentucky Legislature in 1832, and, in 1834, removed to Illinois, settling at Carrollton, Greene County. In 1839 he was elected State's Attorney and, in 1840, a member of the lower house of the Legislature, being elected a second time in 1868. In 1843 he was the Whig candidate for Congress in the Fifth District, but was defeated by Stephen A. Douglas. He was a member of the Constitutional Conventions of 1847 and 1869-70. In 1848 he was elected a Judge of the First Judicial Circuit, remaining in office until 1867. Died, in 1877.

WOODSTOCK, the county-seat of McHenry County, situated on the Chicago & Northwestern Railway, about 51 miles northwest of Chicago and 32 miles east of Rockford. It contains a court house, eight churches, four banks, three newspaper offices, foundry and machine shops, planing mills, canning works, pickle, cheese and butter factories. The Oliver Typewriter Factory is located here; the town is also the seat of the Todd Seminary for boys. Population (1890), 1,683; (1900), 2,502.

WORCESTER, Linus E., State Senator, was born in Windsor, Vt., Dec. 5, 1811, was educated in the common schools of his native State and at Chester Academy, came to Illinois in 1836, and, after teaching three years, entered a dry-goods store at Whitehall as clerk, later becoming a partner. He was also engaged in various other branches of business at different times, including the drug, hardware, grocery, agricultural implement and lumber business. In 1843 he was appointed Postmaster at Whitehall, serving twelve years; was a member of the Constitutional Convention of 1847, served as County Judge for six years from 1853, and as Trustee of the Institution for the Deaf and Dumb, at Jacksonville, from 1859, by successive reappointments, for twelve years. In 1856 he was elected, as a Democrat, to the State Senate, to succeed John M. Palmer, resigned; was re-elected in 1860, and, at the session of 1865, was one of the five Democratic members of that body who voted for the ratification of the Emancipation Amendment of the National Constitution. He was elected County Judge a second time, in 1863, and re-elected in 1867, served as delegate to the Democratic National Convention of 1876, and, for more than thirty years, was one of the Directors of the Jacksonville branch of the Chicago & Alton

Railroad, serving from the organization of the corporation until his death, which occurred Oct. 19, 1891.

WORDEN, a village of Madison County, on the Wabash and the Jacksonville, Louisville & St. Louis Railways, 32 miles northeast of St. Louis. Population (1890), 522; (1900), 544

WORLD'S COLUMBIAN EXPOSITION. An exhibition of the scientific, liberal and mechanical arts of all nations, held at Chicago, between May 1 and Oct. 31, 1893. The project had its inception in November, 1885, in a resolution adopted by the directorate of the Chicago Interstate Exposition Company. On July 6, 1888, the first well defined action was taken, the Iroquois Club, of Chicago, inviting the co-operation of six other leading clubs of that city in "securing the location of an international celebration at Chicago of the 400th anniversary of the discovery of America by Columbus." In July, 1889, a decisive step was taken in the appointment by Mayor Cregier, under resolution of the City Council, of a committee of 100 (afterwards increased to 256) citizens, who were charged with the duty of promoting the selection of Chicago as the site for the Exposition. New York, Washington and St. Louis were competing points, but the choice of Congress fell upon Chicago, and the act establishing the World's Fair at that city was signed by President Harrison on April 25, 1890. Under the requirements of the law, the President appointed eight Commissioners-at-large, with two Commissioners and two alternates from each State and Territory and the District of Columbia. Col. George R. Davis, of Chicago, was elected Director-General by the body thus constituted. Ex-Senator Thomas M. Palmer, of Michigan, was chosen President of the Commission and John T. Dickinson, of Texas, Secretary. This Commission delegated much of its power to a Board of Reference and Control, who were instructed to act with a similar number appointed by the World's Columbian Exposition. The latter organization was an incorporation, with a directorate of forty-five members, elected annually by the stockholders. Lyman J. Gage, of Chicago, was the first President of the corporation, and was succeeded by W. T. Baker and Harlow N. Higinbotham.

In addition to these bodies, certain powers were vested in a Board of Lady Managers, composed of two members, with alternates, from each State and Territory, besides nine from the city of Chicago. Mrs. Potter Palmer was chosen President of the latter. This Board was particu-

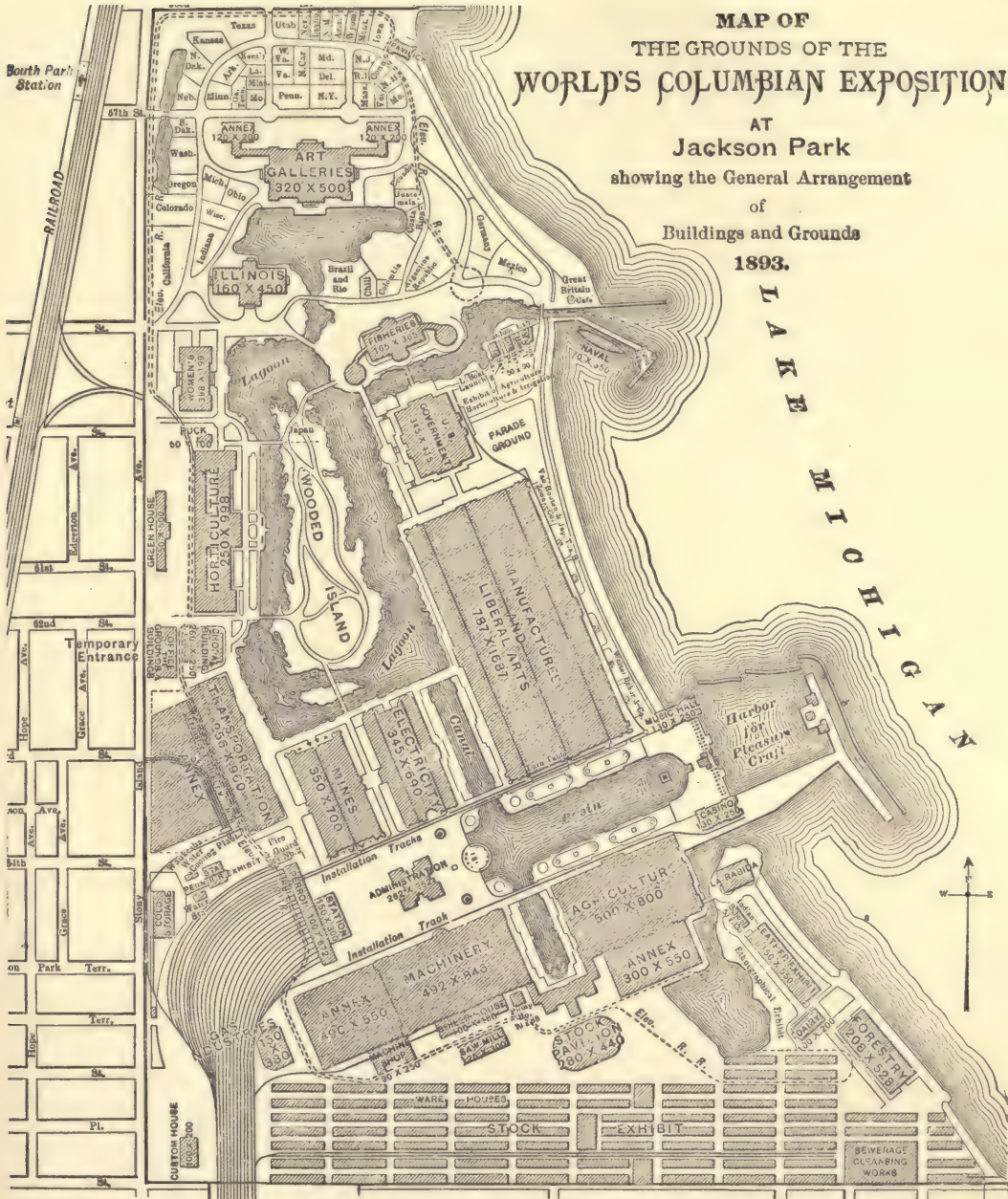
larly charged with supervision of women's participation in the Exposition, and of the exhibits of women's work.

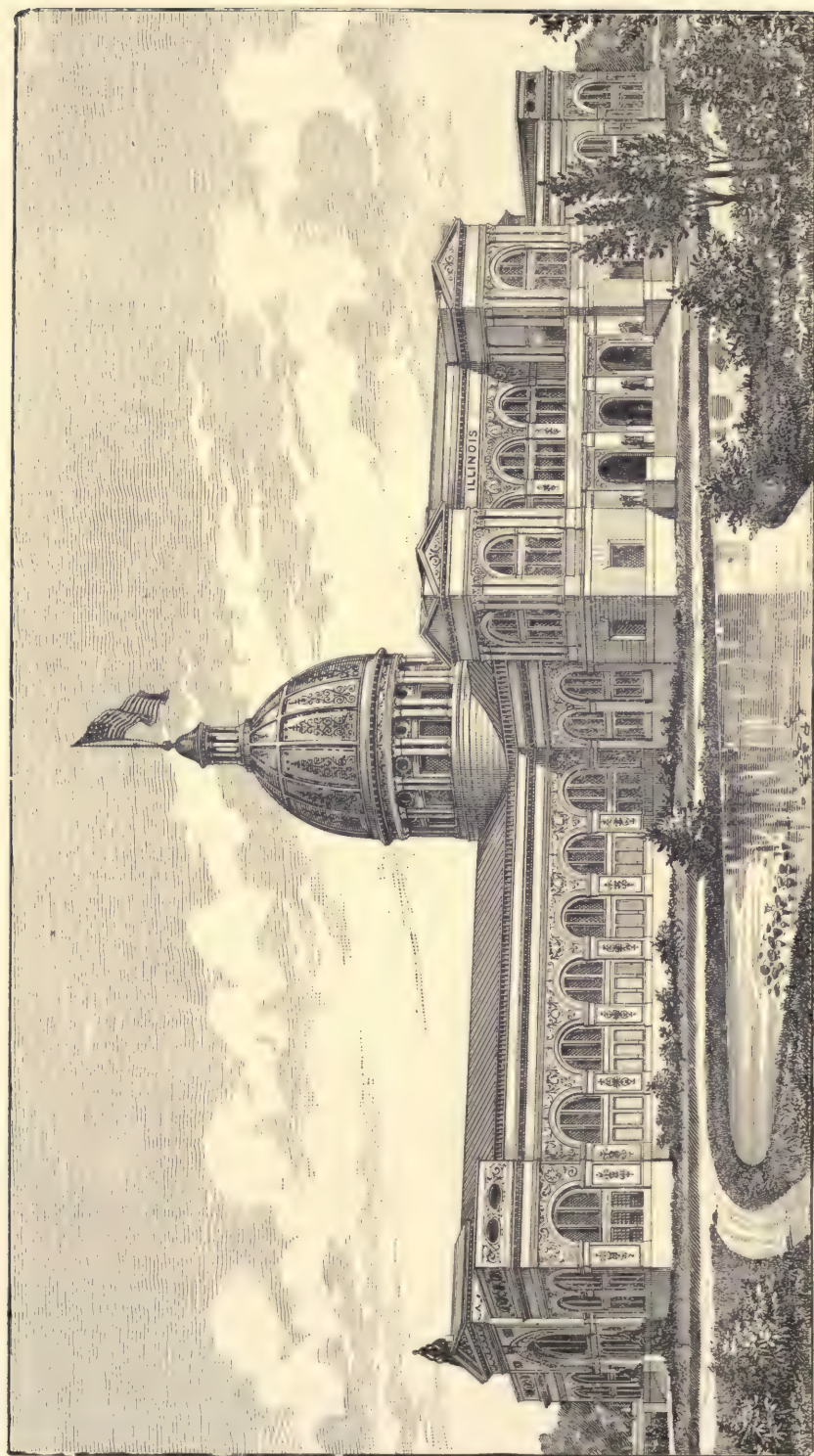
The supreme executive power was vested in the Joint Board of Control. The site selected was Jackson Park, in the South Division of Chicago, with a strip connecting Jackson and Washington Parks, known as the "Midway Plaisance," which was surrendered to "concessionaires" who purchased the privilege of giving exhibitions, or conducting restaurants or selling-booths thereon. The total area of the site was 633 acres, and that of the buildings—not reckoning those erected by States other than Illinois, and by foreign governments—was about 200 acres. When to this is added the acreage of the foreign and State buildings, the total space under roof approximated 250 acres. These figures do not include the buildings erected by private exhibitors, caterers and venders, which would add a small percentage to the grand total. Forty-seven foreign Governments made appropriations for the erection of their own buildings and other expenses connected with official representation, and there were exhibitors from eighty-six nations. The United States Government erected its own building, and appropriated \$500,000 to defray the expenses of a national exhibit, besides \$2,500,000 toward the general cost of the Exposition. The appropriations by foreign Governments aggregated about \$6,500,000, and those by the States and Territories, \$6,120,000—that of Illinois being \$800,000. The entire outlay of the World's Columbian Exposition Company, up to March 31, 1894, including the cost of preliminary organization, construction, operating and post-Exposition expenses, was \$27,151,800. This is, of course, exclusive of foreign and State expenditures, which would swell the aggregate cost to nearly \$45,000,000. Citizens of Chicago subscribed \$5,608,206 toward the capital stock of the Exposition Company, and the municipality, \$5,000,000, which was raised by the sale of bonds. (See *Thirty-sixth General Assembly*.)

The site, while admirably adapted to the purpose, was, when chosen, a marshy flat, crossed by low sand ridges, upon which stood occasional clumps of stunted scrub oaks. Before the gates of the great fair were opened to the public, the entire area had been transformed into a dream of beauty. Marshes had been drained, filled in and sodded; driveways and broad walks constructed; artificial ponds and lagoons dug and embanked, and all the highest skill of the landscape gardener's art had been called into play to produce

MAP OF THE GROUNDS OF THE WORLD'S COLUMBIAN EXPOSITION

AT
Jackson Park
showing the General Arrangement
of
Buildings and Grounds
1893.





ILLINOIS STATE BUILDING, WORLD'S COLUMBIAN EXPOSITION, 1893.

varied and striking effects. But the task had been a Herculean one. There were seventeen principal (or, as they may be called, departmental) buildings, all of beautiful and ornate design, and all of vast size. They were known as the Manufacturers' and Liberal Arts, the Machinery, Electrical, Transportation, Woman's, Horticultural, Mines and Mining, Anthropological, Administration, Art Galleries, Agricultural, Art Institute, Fisheries, Live Stock, Dairy and Forestry buildings, and the Music Hall and Casino. Several of these had large annexes. The Manufacturers' Building was the largest. It was rectangular (1687x787 feet), having a ground area of 31 acres and a floor and gallery area of 44 acres. Its central chamber was 1280x380 feet, with a nave 107 feet wide, both hall and nave being surrounded by a gallery 50 feet wide. It was four times as large as the Roman Coliseum and three times as large as St. Peter's at Rome; 17,000,000 feet of lumber, 13,000,000 pounds of steel, and 2,000,000 pounds of iron had been used in its construction, involving a cost of \$1,800,000.

It was originally intended to open the Exposition, formally, on Oct. 21, 1892, the quadri-centennial of Columbus' discovery of land on the Western Hemisphere, but the magnitude of the undertaking rendered this impracticable. Consequently, while dedicatory ceremonies were held on that day, preceded by a monster procession and followed by elaborate pyrotechnic displays at night, May 1, 1893, was fixed as the opening day—the machinery and fountains being put in operation, at the touch of an electric button by President Cleveland, at the close of a short address. The total number of admissions from that date to Oct. 31, was 27,530,460—the largest for any single day being on Oct. 9 (Chicago Day) amounting to 761,944. The total receipts from all sources (including National and State appropriations, subscriptions, etc.), amounted to \$28,151,168.75, of which \$10,626,330.76 was from the sale of tickets, and \$3,699,581.43 from concessions. The aggregate attendance fell short of that at the Paris Exposition of 1889 by about 500,000, while the receipts from the sale of tickets and concessions exceeded the latter by nearly \$5,800,000. Subscribers to the Exposition stock received a return of ten per cent on the same.

The Illinois building was the first of the State buildings to be completed. It was also the largest and most costly, but was severely criticised from an architectural standpoint. The exhibits showed the internal resources of the State, as well as the development of its govern-

mental system, and its progress in civilization from the days of the first pioneers. The entire Illinois exhibit in the State building was under charge of the State Board of Agriculture, who devoted one-tenth of the appropriation, and a like proportion of floor space, to the exhibition of the work of Illinois women as scientists, authors, artists, decorators, etc. Among special features of the Illinois exhibit were: State trophies and relics, kept in a fire-proof memorial hall; the display of grains and minerals, and an immense topographical map (prepared at a cost of \$15,000), drafted on a scale of two miles to the inch, showing the character and resources of the State, and correcting many serious cartographical errors previously undiscovered.

WORTHEN, Amos Henry, scientist and State Geologist, was born at Bradford, Vt., Oct. 31, 1813, emigrated to Kentucky in 1834, and, in 1836, removed to Illinois, locating at Warsaw. Teaching, surveying and mercantile business were his pursuits until 1842, when he returned to the East, spending two years in Boston, but returning to Warsaw in 1844. His natural predilections were toward the natural sciences, and, after coming west, he devoted most of his leisure time to the collection and study of specimens of mineralogy, geology and conchology. On the organization of the geological survey of Illinois in 1851, he was appointed assistant to Dr. J. G. Norwood, then State Geologist, and, in 1858, succeeded to the office, having meanwhile spent three years as Assistant Geologist in the first Iowa survey. As State Geologist he published seven volumes of reports, and was engaged upon the eighth when overtaken by death, May 6, 1888. These reports, which are as comprehensive as they are voluminous, have been reviewed and warmly commended by the leading scientific periodicals of this country and Europe. In 1877 field work was discontinued, and the State Historical Library and Natural History Museum were established, Professor Worthen being placed in charge as curator. He was the author of various valuable scientific papers and member of numerous scientific societies in this country and in Europe.

WORTHINGTON, Nicholas Ellsworth, ex-Congressman, was born in Brooke County, W. Va., March 30, 1836, and completed his education at Allegheny College, Pa., studied Law at Morgantown, Va., and was admitted to the bar in 1860. He is a resident of Peoria, and, by profession, a lawyer; was County Superintendent of Schools of Peoria County from 1868 to 1872, and a mem-

ber of the State Board of Education from 1869 to 1872. In 1882 he was elected to Congress, as a Democrat, from the Tenth Congressional District, and re-elected in 1884. In 1886 he was again a candidate, but was defeated by his Republican opponent, Philip Sidney Post. He was elected Circuit Judge of the Tenth Judicial District in 1891, and re-elected in 1897. In 1894 he served upon a commission appointed by President Cleveland, to investigate the labor strikes of that year at Chicago.

WRIGHT, John Stephen, manufacturer, was born at Sheffield, Mass., July 16, 1815; came to Chicago in 1832, with his father, who opened a store in that city; in 1837, at his own expense, built the first school building in Chicago; in 1840 established "The Prairie Farmer," which he conducted for many years in the interest of popular education and progressive agriculture. In 1852 he engaged in the manufacture of Atkins' self-raking reaper and mower, was one of the promoters of the Galena & Chicago Union and the Illinois Central Railways, and wrote a volume entitled, "Chicago: Past, Present and Future," published in 1870. Died, in Chicago, Sept. 26, 1874.

WULFF, Henry, ex-State Treasurer, was born in Meldorf, Germany, August 24, 1854; came to Chicago in 1863, and began his political career as a Trustee of the town of Jefferson. In 1866 he was elected County Clerk of Cook County, and re-elected in 1890; in 1894 became the Republican nominee for State Treasurer, receiving, at the November election of that year, the unprecedented plurality of 133,427 votes over his Democratic opponent.

WYANET, a town of Bureau County, at the intersection of the Chicago, Burlington & Quincy and the Chicago, Rock Island & Pacific Railways, 7 miles southwest of Princeton. Population (1890), 670; (1900), 902.

WYLIE, (Rev.) Samuel, domestic missionary, born in Ireland and came to America in boyhood; was educated at the University of Pennsylvania and the Theological Seminary of the Reformed Presbyterian Church, and ordained in 1818. Soon after this he came west as a domestic missionary and, in 1820, became pastor of a church at Sparta, Ill., where he remained until his death, March 20, 1872, after a pastorate of 52 years. During his pastorate the church sent out a dozen colonies to form new church organizations elsewhere. He is described as able, eloquent and scholarly.

WYMAN, (Col.) John B., soldier, was born in Massachusetts, July 12, 1817, and educated in the

schools of that State until 14 years of age, when he became a clerk in a clothing store in his native town of Shrewsbury, later being associated with mercantile establishments in Cincinnati, and again in his native State. From 1846 to 1850 he was employed successively as a clerk in the car and machine shops at Springfield, Mass., then as Superintendent of Construction, and, later, as conductor on the New York & New Haven Railroad, finally, in 1850, becoming Superintendent of the Connecticut River Railroad. In 1852 he entered the service of the Illinois Central Railroad Company, assisting in the survey and construction of the line under Col. R. B. Mason, the Chief Engineer, and finally becoming Assistant Superintendent of the Northern Division. He was one of the original proprietors of the town of Amboy, in Lee County, and its first Mayor, also serving a second term. Having a fondness for military affairs, he was usually connected with some military organization—while in Cincinnati being attached to a company, of which Prof. O. M. Mitchell, the celebrated astronomer (afterwards Major-General Mitchell), was Captain. After coming to Illinois he became Captain of the Chicago Light Guards. Having left the employ of the Railroad in 1858, he was in private business at Amboy at the beginning of the Civil War in 1861. As Assistant-Adjutant General, by appointment of Governor Yates, he rendered valuable service in the early weeks of the war in securing arms from Jefferson Barracks and in the organization of the three-months' regiments. Then, having organized the Thirteenth Illinois Volunteer Infantry—the first organized in the State for the three years' service—he was commissioned its Colonel, and, in July following, entered upon the duty of guarding the railroad lines in Southwest Missouri and Arkansas. The following year his regiment was attached to General Sherman's command in the first campaign against Vicksburg. On the second day of the Battle of Chickasaw Bayou, he fell mortally wounded, dying on the field, Dec. 28, 1862. Colonel Wyman was one of the most accomplished and promising of the volunteer soldiers sent to the field from Illinois, of whom so many were former employes of the Illinois Central Railroad.

WYOMING, a town of Stark County, 31 miles north-northwest from Peoria, at the junction of the Peoria branch Rock Island & Pacific and the Rushville branch of the Chicago, Burlington & Quincy Railway; has two high schools, churches, two banks, flour mills, water-works, machine

shop, and two weekly newspapers. Coal is mined here. Pop. (1890), 1,116; (1900), 1,277.

XENIA, a village of Clay County, on the Baltimore & Ohio Southwestern Railroad, 87 miles east of St. Louis. Population (1900), 800.

YATES CITY, a village of Knox County, at the junction of the Peoria Division of the Chicago, Burlington & Quincy Railroad, with the Rushville branch, 23 miles southeast of Galesburg. The town has banks, a coal mine, telephone exchange, school, churches and a newspaper. Pop. (1890), 687; (1900), 650.

YATES, Henry, pioneer, was born in Caroline County, Va., Oct. 29, 1786—being a grand-nephew of Chief Justice John Marshall; removed to Fayette County, Ky., where he located and laid out the town of Warsaw, which afterwards became the county-seat of Gallatin County. In 1831 he removed to Sangamon County, Ill., and, in 1832, settled at the site of the present town of Berlin, which he laid out the following year, also laying out the town of New Berlin, a few years later, on the line of the Wabash Railway. He was father of Gov. Richard Yates. Died, Sept. 13, 1865.—**Henry** (Yates), Jr., son of the preceding, was born at Berlin, Ill., March 7, 1835; engaged in merchandising at New Berlin; in 1862, raised a company of volunteers for the One Hundred and Sixth Regiment Illinois Infantry, was appointed Lieutenant-Colonel and brevetted Colonel and Brigadier-General. He was accidentally shot in 1863, and suffered sun-stroke at Little Rock, from which he never fully recovered. Died, August 3, 1871.

YATES, Richard, former Governor and United States Senator, was born at Warsaw, Ky., Jan. 18, 1815, of English descent. In 1831 he accompanied his father to Illinois, the family settling first at Springfield and later at Berlin, Sangamon County. He soon after entered Illinois College, from which he graduated in 1835, and subsequently read law with Col. John J. Hardin, at Jacksonville, which thereafter became his home. In 1842 he was elected Representative in the General Assembly from Morgan County, and was re-elected in 1844, and again in 1848. In 1850 he was a candidate for Congress from the Seventh District and elected over Maj. Thomas L. Harris, the previous incumbent, being the only Whig Representative in the Thirty-second Congress from Illinois. Two years later he was re-elected over John Calhoun, but was defeated, in 1854, by his old opponent, Harris. He was one of the

most vigorous opponents of the Kansas-Nebraska Bill in the Thirty-third Congress, and an early participant in the movement for the organization of the Republican party to resist the further extension of slavery, being a prominent speaker, on the same platform with Lincoln, before the first Republican State Convention held at Bloomington, in May, 1856, and serving as one of the Vice-Presidents of that body. In 1860 he was elected to the executive chair on the ticket headed by Abraham Lincoln for the Presidency, and, by his energetic support of the National administration in its measures for the suppression of the Rebellion, won the sobriquet of "the Illinois War-Governor." In 1865 he was elected United States Senator, serving until 1871. He died suddenly, at St. Louis, Nov. 27, 1873, while returning from Arkansas, whither he had gone, as a United States Commissioner, by appointment of President Grant, to inspect a land-subsidy railroad. He was a man of rare ability, earnestness of purpose and extraordinary personal magnetism, as well as of a lofty order of patriotism. His faults were those of a nature generous, impulsive and warm-hearted.

YORKVILLE, the county-seat of Kendall County, on Fox River and Streator Division of Chicago, Burlington & Quincy Railroad, 12 miles southwest of Aurora; on interurban electric line; has water-power, electric lights, a bank, churches and weekly newspaper. Pop. (1890) 375; (1900), 413.

YOUNG, Brigham, Mormon leader, was born at Whittingham, Vt., June 1, 1801, joined the Mormons in 1831 and, the next year, became associated with Joseph Smith, at Kirtland, Ohio, and, in 1835, an "apostle." He accompanied a considerable body of that sect to Independence, Mo., but was driven out with them in 1837, settling for a short time at Quincy, Ill., but later removing to Nauvoo, of which he was one of the founders. On the assassination of Smith, in 1844, he became the successor of the latter, as head of the Mormon Church, and, the following year, headed the exodus from Illinois, which finally resulted in the Mormon settlement in Utah. His subsequent career there, where he was appointed Governor by President Fillmore, and, for a time, successfully defied national authority, is a matter of national rather than State history. He remained at the head of the Mormon Church until his death at Salt Lake City, August 29, 1877.

YOUNG, Richard Montgomery, United States Senator, was born in Kentucky in 1796, studied law and removed to Jonesboro, Ill., where he was admitted to the bar in 1817; served in the Second

General Assembly (1820-22) as Representative from Union County; was a Circuit Judge, 1825-27; Presidential Elector in 1828; Circuit Judge again, 1829-37; elected United States Senator in 1837 as successor to W. L. D. Ewing, serving until 1843, when he was commissioned Justice of the Supreme Court, but resigned in 1847 to become Commissioner of the General Land Office at Washington. During the session of 1850-51, he served as Clerk of the National House of Representatives. Died, in an insane asylum, in Washington, in 1853.

YOUNG MEN'S CHRISTIAN ASSOCIATION, first permanently organized at Chicago, in 1858, although desultory movements of a kindred character had previously been started at Peoria, Quincy, Chicago and Springfield, some as early as 1854. From 1858 to 1872, various associations were formed at different points throughout the State, which were entirely independent of each other. The first effort looking to union and mutual aid, was made in 1872, when Robert Weidensall, on behalf of the International Committee, called a convention, to meet at Bloomington, November 6-9. State conventions have been held annually since 1872. In that of 1875, steps were taken looking to the appointment of a State Secretary, and, in 1876, Charles M. Morton assumed the office. Much evangelistic work was done, and new associations formed, the total number reported at the Champaign Convention, in 1877, being sixty-two. After one year's work Mr. Morton resigned the secretaryship, the office remaining vacant for three years. The question of the appointment of a successor was discussed at the Decatur Convention in 1879, and, in April, 1880, I. B. Brown was made State Secretary, and has occupied the position to the present time (1899). At the date of his appointment the official figures showed sixteen associations in Illinois, with a total membership of 2,443, and property valued at \$126,500, including building funds, the associations at Chicago and Aurora owning buildings. Thirteen officers were employed, none of them being in Chicago. Since 1880 the work has steadily grown, so that five Assistant State Secretaries are now employed. In 1886, a plan for arranging the State work under departmental administration was devised, but not put in operation until 1890. The present six departments of supervision are: General Supervision, in charge of the State Secretary and his Assistants; railroad and city work; counties and towns; work among students; corresponding membership department, and office work. The

two last named are under one executive head, but each of the others in charge of an Assistant Secretary, who is responsible for its development. The entire work is under the supervision of a State Executive Committee of twenty-seven members, one-third of whom are elected annually. Willis H. Herrick of Chicago has been its chairman for several years. This body is appointed by a State convention composed of delegates from the local Associations. Of these there were, in October, 1898, 116, with a membership of 15,888. The value of the property owned was \$2,500,000. Twenty-two occupy their own buildings, of which five are for railroad men and one for students. Weekly gatherings for young men numbered 248, and there are now representatives or correspondents in 665 communities where no organization has been effected. Scientific physical culture is made a feature by 40 associations, and educational work has been largely developed. The enrollment in evening classes, during 1898-99, was 978. The building of the Chicago branch (erected in 1893) is the finest of its class in the world. Recently a successful association has been formed among coal miners, and another among the first grade boys of the Illinois State Reformatory, while an extensive work has been conducted at the camps of the Illinois National Guard.

ZANE, Charles S., lawyer and jurist, was born in Cumberland County, N. J., March 2, 1831, of English and New England stock. At the age of 19 he emigrated to Sangamon County, Ill., for a time working on a farm and at brick-making. From 1852 to '55 he attended McKendree College, but did not graduate, and, on leaving college, engaged in teaching, at the same time reading law. In 1857 he was admitted to the bar and commenced practice at Springfield. The following year he was elected City Attorney. He had for partners, at different times, William H. Herndon (once a partner of Abraham Lincoln) and Senator Shelby M. Cullom. In 1873 he was elected a Judge of the Circuit Court for the Fifth Judicial Circuit, and was re-elected in 1879. In 1883 President Arthur appointed him Chief Justice of Utah, where he has since resided, though superseded by the appointment of a successor by President Cleveland. At the first State election in Utah, held in November, 1895, he was chosen one of the Judges of the Supreme Court of the new Commonwealth, but was defeated for re-election, by his Democratic opponent, in 1898.

SUPPLEMENT.

The following matter, received too late for insertion in the body of this work, is added in the form of a supplement.

COGHLAN, (Capt.) Joseph Bullock, naval officer, was born in Kentucky, and, at the age of 15 years, came to Illinois, living on a farm for a time near Carlyle, in Clinton County. In 1860 he was appointed by his uncle, Hon. Philip B. Fouke—then a Representative in Congress from the Belleville District—to the Naval Academy at Annapolis, graduating in 1863, and being promoted through the successive grades of Ensign, Master, Lieutenant, Lieutenant-Commander, and Commander, and serving upon various vessels until Nov. 18, 1893, when he was commissioned Captain and, in 1897, assigned to the command of the battleship *Raleigh*, on the Asiatic Station. He was thus connected with Admiral Dewey's squadron at the beginning of the Spanish-American War, and took a conspicuous and brilliant part in the affair in Manila Bay, on May 1, 1898, which resulted in the destruction of the Spanish fleet. Captain Coghlan's connection with subsequent events in the Philippines was in the highest degree creditable to himself and the country. His vessel (the *Raleigh*) was the first of Admiral Dewey's squadron to return home, coming by way of the Suez Canal, in the summer of 1899, he and his crew receiving an immense ovation on their arrival in New York harbor.

CRANE, (Rev.) James Lyons, clergyman, army chaplain, was born at Mt. Eaton, Wayne County, Ohio, August 30, 1823, united with the Methodist Episcopal Church at Cincinnati in 1841, and, coming to Edgar County, Illinois, in 1842, attended a seminary at Paris some three years. He joined the Illinois Conference in 1846, and was assigned to the Danville circuit, afterwards presiding over charges at Grandview, Hillsboro, Alton, Jacksonville, and Springfield—at the last two points being stationed two or more times, besides serving as Presiding Elder of the Paris, Danville, and Springfield Districts. The importance of the stations which he filled during his itinerant career served as evidence of his recognized ability and popularity as a preacher.

In July, 1861, he was appointed Chaplain of the Twenty-first Regiment Illinois Volunteers, at that time commanded by Ulysses S. Grant as Colonel, and, although he remained with the regiment only a few months, the friendship then established between him and the future commander of the armies of the Union lasted through their lives. This was shown by his appointment by President Grant, in 1869, to the position of Postmaster of the city of Springfield, which came to him as a personal compliment, being re-appointed four years afterwards and continuing in office eight years. After retiring from the Springfield postoffice, he occupied charges at Island Grove and Shelbyville, his death occurring at the latter place, July 29, 1879, as the result of an attack of paralysis some two weeks previous. Mr. Crane was married in 1847 to Miss Elizabeth Mayo, daughter of Col. J. Mayo—a prominent citizen of Edgar County, at an early day—his wife surviving him some twenty years. Rev. Charles A. Crane and Rev. Frank Crane, pastors of prominent Methodist churches in Boston and Chicago, are sons of the subject of this sketch.

DAWES, Charles Gates, Comptroller of the Treasury, was born at Marietta, Ohio, August 27, 1865; graduated from Marietta College in 1884, and from the Cincinnati Law School in 1886; worked at civil engineering during his vacations, finally becoming Chief Engineer of the Toledo & Ohio Railroad. Between 1887 and 1894 he was engaged in the practice of law at Lincoln, Neb., but afterwards became interested in the gas business in various cities, including Evanston, Ill., which became his home. In 1896 he took a leading part in securing instructions by the Republican State Convention at Springfield in favor of the nomination of Mr. McKinley for the Presidency, and during the succeeding campaign served as a member of the National Republican Committee for the State of Illinois. Soon after the accession of President McKinley, he was appointed Comptroller of the Treasury, a position

which he now holds. Mr. Dawes is the son of R. B. Dawes, a former Congressman from Ohio, and the great-grandson of Manasseh Cutler, who was an influential factor in the early history of the Northwest Territory, and has been credited with exerting a strong influence in shaping and securing the adoption of the Ordinance of 1787.

DISTIN, (Col.) William L., former Department Commander of Grand Army of the Republic for the State of Illinois, was born at Cincinnati, Ohio, Feb. 9, 1843, his father being of English descent, while his maternal grandfather was a Colonel of the Polish Lancers in the army of the first Napoleon, who, after the exile of his leader, came to America, settling in Indiana. The father of the subject of this sketch settled at Keokuk, Iowa, where the son grew to manhood and in February, 1863, enlisted as a private in the Seventeenth Iowa Infantry, having been twice rejected previously on account of physical ailment. Soon after enlistment he was detailed for provost-marshal duty, but later took part with his regiment in the campaign in Alabama. He served for a time in the Fifteenth Army Corps, under Gen. John A. Logan, was subsequently detailed for duty on the Staff of General Raum, and participated in the battles of Resaca and Tilton, Ga. Having been captured in the latter, he was imprisoned successively at Jacksonville (Ga.), Montgomery, Savannah, and finally at Andersonville. From the latter he succeeded in effecting his escape, but was recaptured and returned to that famous prison-pen. Having escaped a second time by assuming the name of a dead man and bribing the guard, he was again captured and imprisoned at various points in Mississippi until exchanged about the time of the assassination of President Lincoln. He was then so weakened by his long confinement and scanty fare that he had to be carried on board the steamer on a stretcher. At this time he narrowly escaped being on board the steamer *Sultana*, which was blown up below Cairo, with 2,100 soldiers on board, a large proportion of whom lost their lives. After being mustered out at Davenport, Iowa, June 28, 1865, he was employed for a time on the Des Moines Valley Railroad, and as a messenger and route agent of the United States Express Company. In 1872 he established himself in business in Quincy, Ill., in which he proved very successful. Here he became prominent in local Grand Army circles, and, in 1890, was unanimously elected Commander of the Department of Illinois. Previous to this he had been an officer of the Illinois National Guard, and

served as Aid-de-Camp, with the rank of Colonel, on the staff of Governors Hamilton, Oglesby and Fifer. In 1897 Colonel Distin was appointed by President McKinley Surveyor-General for the Territory of Alaska, a position which (1899) he still holds.

DUMMER, Henry E., lawyer, was born at Hallowell, Maine, April 9, 1808, was educated in Bowdoin College, graduating there in the class of 1827, after which he took a course in law at Cambridge Law School, and was soon after admitted to the bar. Then, having spent some two years in his native State, in 1832 he removed to Illinois, settling first in Springfield, where he remained six years, being for a part of the time a partner of John T. Stuart, who afterwards became the first partner in law of Abraham Lincoln. Mr. Dummer had a brother, Richard William Dummer, who had preceded him to Illinois, living for a time in Jacksonville. In 1838 he removed to Beardstown, Cass County, which continued to be his home for more than a quarter of a century. During his residence there he served as Alderman, City Attorney and Judge of Probate for Cass County; also represented Cass County in the Constitutional Convention of 1847, and, in 1860, was elected State Senator in the Twenty-second General Assembly, serving four years. Mr. Dummer was an earnest Republican, and served that party as a delegate for the State-at-large to the Convention of 1864, at Baltimore, which nominated Abraham Lincoln for the Presidency a second time. In 1864 he removed to Jacksonville, and for the next year was the law partner of David A. Smith, until the death of the latter in 1865. In the summer of 1878 Mr. Dummer went to Mackinac, Mich., in search of health, but died there August 12 of that year.

ECKELS, James H., ex-Comptroller of the Currency, was born of Scotch-Irish parentage at Princeton, Ill., Nov. 22, 1858, was educated in the common schools and the high school of his native town, graduated from the Law School at Albany, N. Y., in 1881, and the following year began practice at Ottawa, Ill. Here he continued in active practice until 1893, when he was appointed by President Cleveland Comptroller of the Currency, serving until May 1, 1898, when he resigned to accept the presidency of the Commercial National Bank of Chicago. Mr. Eckels manifested such distinguished ability in the discharge of his duties as Comptroller that he received the notable compliment of being retained in office by a Republican administration more than a year after the retirement of Presi-

dent Cleveland, while his selection for a place at the head of one of the leading banking institutions of Chicago was a no less marked recognition of his abilities as a financier. He was a Delegate from the Eleventh District to the National Democratic Convention at Chicago in 1892, and represented the same district in the Gold Democratic Convention at Indianapolis in 1896, and assisted in framing the platform there adopted—which indicated his views on the financial questions involved in the campaign of that year.

FIELD, Daniel, early merchant, was born in Jefferson County, Kentucky, Nov. 30, 1790, and settled at Golconda, Ill., in 1818, dying there in 1855. He was a man of great enterprise, engaged in merchandising, and became a large landholder, farmer and stock-grower, and an extensive shipper of stock and produce to lower Mississippi markets. He married Elizabeth Dailey of Charleston, Ind., and raised a large family of children, one of whom, Philip D., became Sheriff, while another, John, was County Judge of Pope County. His daughter, Maria, married Gen. Green B. Raum, who became prominent as a soldier during the Civil War and, later, as a member of Congress and Commissioner of Internal Revenue and Pension Commissioner in Washington.

FIELD, Green B., member of a pioneer family, was born within the present limits of the State of Indiana in 1787, served as a Lieutenant in the War of 1812, was married in Bourbon County, Kentucky, to Miss Mary E. Cogswell, the daughter of Dr. Joseph Cogswell, a soldier of the Revolutionary War, and, in 1817, removed to Pope County, Illinois, where he laid off the town of Golconda, which became the county-seat. He served as a Representative from Pope County in the First General Assembly (1818-20), and was the father of Juliet C. Field, who became the wife of John Raum; of Edna Field, the wife of Dr. Tarlton Dunn, and of Green B. Field, who was a Lieutenant in Third Regiment Illinois Volunteers during the Mexican War. Mr. Field was the grandfather of Gen. Green B. Raum, mentioned in the preceding paragraph. He died of yellow fever in Louisiana in 1823.

GALE, Stephen Francis, first Chicago bookseller and a railway promoter, was born at Exeter, N. H., March 8, 1812; at 15 years of age became clerk in a leading book-store in Boston; came to Chicago in 1835, and soon afterwards opened the first book and stationery establishment in that city, which, in after years, gained an extensive trade. In 1842 the firm of S. F.

Gale & Co. was organized, but Mr. Gale, having become head of the Chicago Fire Department, retired from business in 1845. As early as 1846 he was associated with Wm. B. Ogden and John B. Turner in the steps then being taken to revive the Galena & Chicago Union Railroad (now a part of the Chicago & Northwestern), and, in conjunction with these gentlemen, became responsible for the means to purchase the charter and assets of the road from the Eastern bondholders. Later, he engaged in the construction of the branch road from Turner Junction to Aurora, became President of the line and extended it to Mendota to connect with the Illinois Central at that Point. These roads afterwards became a part of the Chicago, Burlington & Quincy line. A number of years ago Mr. Gale returned to his old home in New Hampshire, where he has since resided.

HAY, John, early settler, came to the region of Kaskaskia between 1790 and 1800, and became a prominent citizen of St. Clair County. He was selected as a member of the First Legislative Council of Indiana Territory for St. Clair County in 1805. In 1809 he was appointed Clerk of the Common Pleas Court of St. Clair County, and was continued in office after the organization of the State Government, serving until his death at Belleville in 1845.

HAYS, John, pioneer settler of Northwest Territory, was a native of New York, who came to Cahokia, in the "Illinois Country," in 1793, and lived there the remainder of his life. His early life had been spent in the fur-trade about Mackinac, in the Lake of the Woods region and about the sources of the Mississippi. During the War of 1812 he was able to furnish Governor Edwards valuable information in reference to the Indians in the Northwest. He filled the office of Postmaster at Cahokia for a number of years, and was Sheriff of St. Clair County from 1798 to 1818.

MOULTON, (Col.) George M., soldier and building contractor, was born at Readsburg, Vt., March 15, 1851, came early in life to Chicago, and was educated in the schools of that city. By profession he is a contractor and builder, the firm of which he is a member having been connected with the construction of a number of large buildings, including some extensive grain elevators. Colonel Moulton became a member of the Second Regiment Illinois National Guard in June, 1884, being elected to the office of Major, which he retained until January, 1893, when he was appointed Inspector of Rifle Practice on the staff of General Wheeler. A year later he was com-

missioned Colonel of the regiment, a position which he occupied at the time of the call by the President for troops to serve in the Spanish-American War in April, 1898. He promptly answered the call, and was sworn into the United States service at the head of his regiment early in May. The regiment was almost immediately ordered to Jacksonville, Fla., remaining there and at Savannah, Ga., until early in December, when it was transferred to Havana, Cuba. Here he was soon after appointed Chief of Police for the city of Havana, remaining in office until the middle of January, 1899, when he returned to his regiment, then stationed at Camp Columbia, near the city of Havana. In the latter part of March he returned with his regiment to Augusta, Ga., where it was mustered out, April 26, 1899, one year from the date of its arrival at Springfield. After leaving the service Colonel Moulton resumed his business as a contractor.

SHERMAN, Lawrence Y., legislator and Speaker of the Forty-first General Assembly, was born in Miami County, Ohio, Nov. 6, 1858; at 3 years of age came to Illinois, his parents settling at Industry, McDonough County. When he had reached the age of 10 years he went to Jasper County, where he grew to manhood, received his education in the common schools and in the law

department of McKendree College, graduating from the latter, and, in 1881, located at Macomb, McDonough County. Here he began his career by driving a team upon the street in order to accumulate means enabling him to devote his entire attention to his chosen profession of law. He soon took an active interest in politics, was elected County Judge in 1886, and, at the expiration of his term, formed a partnership with George D. Tunncliffe and D. G. Tunncliffe, ex-Justice of the Supreme Court. In 1894 he was a candidate for the Republican nomination for Representative in the General Assembly, but withdrew to prevent a split in the party; was nominated and elected in 1896, and re-elected in 1898, and, at the succeeding session of the Forty-first General Assembly, was nominated by the Republican caucus and elected Speaker, as he was again of the Forty-second in 1901.

VINYARD, Philip, early legislator, was born in Pennsylvania in 1800, came to Illinois at an early day, and settled in Pope County, which he represented in the lower branch of the Thirteenth and Fourteenth General Assemblies. He married Miss Matilda McCoy, the daughter of a prominent Illinois pioneer, and served as Sheriff of Pope County for a number of years. Died, at Golconda, in 1862.

SUPPLEMENT NO. II.

BLACK HAWK WAR, THE. The episode known in history under the name of "The Black Hawk War," was the most formidable conflict between the whites and Indians, as well as the most far-reaching in its results, that ever occurred upon the soil of Illinois. It takes its name from the Indian Chief, of the Sac tribe, Black Hawk (Indian name, Makatai Meshekiak, meaning "Black Sparrow Hawk"), who was the leader of the hostile Indian band and a principal factor in the struggle. Black Hawk had been an ally of the British during the War of 1812-15, served with Tecumseh when the latter fell at the battle of the Thames in 1813, and, after the war, continued to maintain friendly relations with his "British father." The outbreak

in Illinois had its origin in the construction put upon the treaty negotiated by Gen. William Henry Harrison with the Sac and Fox Indians on behalf of the United States Government, November 3, 1804, under which the Indians transferred to the Government nearly 15,000,000 acres of land comprising the region lying between the Wisconsin River on the north, Fox River of Illinois on the east and southeast, and the Mississippi on the west, for which the Government agreed to pay to the confederated tribes less than \$2,500 in goods and the insignificant sum of \$1,000 per annum in perpetuity. While the validity of the treaty was denied on the part of the Indians on the ground that it had originally been entered into by their chiefs under duress, while held as prisoners

under a charge of murder at Jefferson Barracks, during which they had been kept in a state of constant intoxication, it had been repeatedly reaffirmed by parts or all of the tribe, especially in 1815, in 1816, in 1822 and in 1823, and finally recognized by Black Hawk himself in 1831. The part of the treaty of 1804 which was the immediate cause of the disagreement was that which stipulated that, so long as the lands ceded under it remained the property of the United States (that is, should not be transferred to private owners), "the Indians belonging to the said tribes shall enjoy the privilege of living or hunting upon them." Although these lands had not been put upon the market, or even surveyed, as "squatters" multiplied in this region little respect was paid to the treaty rights of the Indians, particularly with reference to those localities where, by reason of fertility of the soil or some other natural advantage, the Indians had established something like permanent homes and introduced a sort of crude cultivation. This was especially the case with reference to the Sac village of "Saukenuk" on the north bank of Rock River near its mouth, where the Indians, when not absent on the chase, had lived for over a century, had cultivated fields of corn and vegetables and had buried their dead. In the early part of the last century, it is estimated that some five hundred families had been accustomed to congregate here, making it the largest Indian village in the West. As early as 1823 the encroachments of squatters on the rights claimed by the Indians under the treaty of 1804 began; their fields were taken possession of by the intruders, their lodges burned and their women and children whipped and driven away during the absence of the men on their annual hunts. The dangers resulting from these conflicts led Governor Edwards, as early as 1828, to demand of the General Government the expulsion of the Indians from Illinois, which resulted in an order from President Jackson in 1829 for their removal west of the Mississippi. On application of Col. George Davenport, a trader of much influence with the Indians, the time was extended to April 1, 1830. During the preceding year Colonel Davenport and the firm of Davenport and Farnham bought from the United States Government most of the lands on Rock River occupied by Black Hawk's band, with the intention, as has been claimed, of permitting the Indians to remain. This was not so understood by Black Hawk, who was greatly incensed, although Davenport offered to take other lands from the Government in exchange or cancel the sale—an arrangement to

which President Jackson would not consent. On their return in the spring of 1830, the Indians found whites in possession of their village. Prevented from cultivating their fields, and their annual hunt proving unsuccessful, the following winter proved for them one of great hardship. Black Hawk, having made a visit to his "British father" (the British Agent) at Malden, Canada, claimed to have received words of sympathy and encouragement, which induced him to determine to regain possession of their fields. In this he was encouraged by Neapope, his second in command, and by assurance of support from White Cloud, a half Sac and half Winnebago—known also as "The Prophet"—whose village (Prophet's Town) was some forty miles from the mouth of Rock River, and through whom Black Hawk claimed to have received promises of aid in guns, ammunition and provisions from the British. The reappearance of Black Hawk's band in the vicinity of his old haunts, in the spring of 1831, produced a wild panic among the frontier settlers. Messages were hurried to Governor Reynolds, who had succeeded Governor Edwards in December previous, appealing for protection against the savages. The Governor issued a call for 700 volunteers "to remove the band of Sac Indians" at Rock Island beyond the Mississippi. Although Gen. E. P. Gaines of the regular army, commanding the military district, thought the regulars sufficiently strong to cope with the situation, the Governor's proclamation was responded to by more than twice the number called for. The volunteers assembled early in June, 1831, at Beardstown, the place of rendezvous named in the call, and having been organized into two regiments under command of Col. James D. Henry and Col. Daniel Lieb, with a spy battalion under Gen. Joseph Duncan, marched across the country and, after effecting a junction with General Gaines' regulars, appeared before Black Hawk's village on the 25th of June. In the meantime General Gaines, having learned that the Pottawatomies, Winnebagos and Kickapoos had promised to join the Sacs in their uprising, asked the assistance of the battalion of mounted men previously offered by Governor Reynolds. The combined armies amounted to 2,500 men, while the fighting force of the Indians was 300. Finding himself overwhelmingly outnumbered, Black Hawk withdrew under cover of night to the west side of the Mississippi. After burning the village, General Gaines notified Black Hawk of his intention to pursue and attack his band, which had the effect to bring the fugitive chief to the General's head-

quarters, where, on June 30, a new treaty was entered into by which he bound himself and his people to remain west of the Mississippi unless permitted to return by the United States. This ended the campaign, and the volunteers returned to their homes, although the affair had produced an intense excitement along the whole frontier, and involved a heavy expense.

The next winter was spent by Black Hawk and his band on the site of old Fort Madison, in the present State of Iowa. Dissatisfied and humiliated by his repulse of the previous year, in disregard of his pledge to General Gaines, on April 6, 1832, at the head of 500 warriors and their families, he again crossed the Mississippi at Yellow Banks about the site of the present city of Oquawka, fifty miles below Rock Island, with the intention, as claimed, if not permitted to stop at his old village, to proceed to the Prophet's Town and raise a crop with the Winnebagoes. Here he was met by The Prophet with renewed assurances of aid from the Winnebagoes, which was still further strengthened by promises from the British Agent received through a visit by Neapope to Malden the previous autumn. An incident of this invasion was the effective warning given to the white settlers by Shabona, a friendly Ottawa chief, which probably had the effect to prevent a widespread massacre. Besides the towns of Galena and Chicago, the settlements in Illinois north of Fort Clark (Peoria) were limited to some thirty families on Bureau Creek with a few cabins at Hennepin, Peru, LaSalle, Ottawa, Indian Creek, Dixon, Kellogg's Grove, Apple Creek, and a few other points. Gen. Henry Atkinson, commanding the regulars at Fort Armstrong (Rock Island), having learned of the arrival of Black Hawk a week after he crossed the Mississippi, at once took steps to notify Governor Reynolds of the situation with a requisition for an adequate force of militia to coöperate with the regulars. Under date of April 16, 1832, the Governor issued his call for "a strong detachment of militia," to meet by April 22, Beardstown again being named as a place of rendezvous. The call resulted in the assembling of a force which was organized into four regiments under command of Cols. John DeWitt, Jacob Fry, John Thomas and Samuel M. Thompson, together with a spy battalion under Maj. James D. Henry, an odd battalion under Maj. Thomas James and a foot battalion under Maj. Thomas Long. To these were subsequently added two independent battalions of mounted men, under command of Majors Isaiah Stillman and David Bailey, which were

finally consolidated as the Fifth Regiment under command of Col. James Johnson. The organization of the first four regiments at Beardstown was completed by April 27, and the force under command of Brigadier-General Whiteside (but accompanied by Governor Reynolds, who was allowed pay as Major General by the General Government) began its march to Fort Armstrong, arriving there May 7 and being mustered into the United States service. Among others accompanying the expedition who were then, or afterwards became, noted citizens of the State, were Vital Jarrot, Adjutant-General; Cyrus Edwards, Ordnance Officer; Murray McConnel, Staff Officer, and Abraham Lincoln, Captain of a company of volunteers from Sangamon County in the Fourth Regiment. Col. Zachary Taylor, then commander of a regiment of regulars, arrived at Fort Armstrong about the same time with reinforcements from Fort Leavenworth and Fort Crawford. The total force of militia amounted to 1,935 men, and of regulars about 1,000. An interesting story is told concerning a speech delivered to the volunteers by Colonel Taylor about this time. After reminding them of their duty to obey an order promptly, the future hero of the Mexican War added: "The safety of all depends upon the obedience and courage of all. You are citizen soldiers; some of you may fill high offices, or even be Presidents some day—but not if you refuse to do your duty. Forward, march!" A curious commentary upon this speech is furnished in the fact that, while Taylor himself afterwards became President, at least one of his hearers—a volunteer who probably then had no aspiration to that distinction (Abraham Lincoln)—reached the same position during the most dramatic period in the nation's history.

Two days after the arrival at Fort Armstrong, the advance up Rock River began, the main force of the volunteers proceeding by land under General Whiteside, while General Atkinson, with 400 regular and 300 volunteer foot soldiers, proceeded by boat, carrying with him the artillery, provisions and bulk of the baggage. Whiteside, advancing by the east bank of the river, was the first to arrive at the Prophet's Town, which, finding deserted, he pushed on to Dixon's Ferry (now Dixon), where he arrived May 12. Here he found the independent battalions of Stillman and Bailey with ammunition and supplies of which Whiteside stood in need. The mounted battalions under command of Major Stillman, having been sent forward by Whiteside as a scouting party, left Dixon on the 13th and, on the afternoon of

the next day, went into camp in a strong position near the mouth of Sycamore Creek. As soon discovered, Black Hawk was in camp at the same time, as he afterwards claimed, with about forty of his braves, on Sycamore Creek, three miles distant, while the greater part of his band were encamped with the more war-like faction of the Pottawatomies some seven miles farther north on the Kishwaukee River. As claimed by Black Hawk in his autobiography, having been disappointed in his expectation of forming an alliance with the Winnebagoes and the Pottawatomies, he had at this juncture determined to return to the west side of the Mississippi. Hearing of the arrival of Stillman's command in the vicinity, and taking it for granted that this was the whole of Atkinson's command, he sent out three of his young men with a white flag, to arrange a parley and convey to Atkinson his offer to meet the latter in council. These were captured by some of Stillman's band regardless of their flag of truce, while a party of five other braves who followed to observe the treatment received by the flagbearers, were attacked and two of their number killed, the other three escaping to their camp. Black Hawk learning the fate of his truce party was aroused to the fiercest indignation. Tearing the flag to pieces with which he had intended to go into council with the whites, and appealing to his followers to avenge the murder of their comrades, he prepared for the attack. The rangers numbered 275 men, while Black Hawk's band has been estimated at less than forty. As the rangers caught sight of the Indians, they rushed forward in pell-mell fashion. Retiring behind a fringe of bushes, the Indians awaited the attack. As the rangers approached, Black Hawk and his party rose up with a war whoop, at the same time opening fire on their assailants. The further history of the affair was as much of a disgrace to Stillman's command as had been their desecration of the flag of truce. Thrown into panic by their reception by Black Hawk's little band, the rangers turned and, without firing a shot, began the retreat, dashing through their own camp and abandoning everything, which fell into the hands of the Indians. An attempt was made by one or two officers and a few of their men to check the retreat, but without success, the bulk of the fugitives continuing their mad rush for safety through the night until they reached Dixon, twenty-five miles distant, while many never stopped until they reached their homes, forty or fifty miles distant. The casualties to the rangers amounted to eleven killed and two

wounded, while the Indian loss consisted of two spies and one of the flag-bearers, treacherously killed near Stillman's camp. This ill-starred affair, which has passed into history as "Stillman's defeat," produced a general panic along the frontier by inducing an exaggerated estimate of the strength of the Indian force, while it led Black Hawk to form a poor opinion of the courage of the white troops at the same time that it led to an exalted estimate of the prowess of his own little band—thus becoming an important factor in prolonging the war and in the bloody massacres which followed. Whiteside, with his force of 1,400 men, advanced to the scene of the defeat the next day and buried the dead, while on the 19th, Atkinson, with his force of regulars, proceeded up Rock River, leaving the remnant of Stillman's force to guard the wounded and supplies at Dixon. No sooner had he left than the demoralized fugitives of a few days before deserted their post for their homes, compelling Atkinson to return for the protection of his base of supplies, while Whiteside was ordered to follow the trail of Black Hawk who had started up the Kishwaukee for the swamps about Lake Koshkonong, nearly west of Milwaukee within the present State of Wisconsin.

At this point the really active stage of the campaign began. Black Hawk, leaving the women and children of his band in the fastnesses of the swamps, divided his followers into two bands, retaining about 200 under his own command, while the notorious half-breed, Mike Girty, led a band of one hundred renegade Pottawatomies. Returning to the vicinity of Rock Island, he gathered some recruits from the Pottawatomies and Winnebagoes, and the work of rapine and massacre among the frontier settlers began. One of the most notable of these was the Indian Creek Massacre in LaSalle County, about twelve miles north of Ottawa, on May 21, when sixteen persons were killed at the Home of William Davis, and two young girls—Sylvia and Rachel Hall, aged, respectively, 17 and 15 years—were carried away captives. The girls were subsequently released, having been ransomed for \$2,000 in horses and trinkets through a Winnebago Chief and surrendered to sub-agent Henry Gratiot. Great as was the emergency at this juncture, the volunteers began to manifest evidence of dissatisfaction and, claiming that they had served out their term of enlistment, refused to follow the Indians into the swamps of Wisconsin. As the result of a council of war, the volunteers were ordered to Ottawa, where they

were mustered out on May 28, by Lieut. Robt. Anderson, afterwards General Anderson of Fort Sumter fame. Meanwhile Governor Reynolds had issued his call (with that of 1831 the third,) for 2,000 men to serve during the war. Gen. Winfield Scott was also ordered from the East with 1,000 regulars although, owing to cholera breaking out among the troops, they did not arrive in time to take part in the campaign. The rank and file of volunteers responding under the new call was 3,148, with recruits and regulars then in Illinois making an army of 4,000. Pending the arrival of the troops under the new call, and to meet an immediate emergency, 300 men were enlisted from the disbanded rangers for a period of twenty days, and organized into a regiment under command of Col. Jacob Fry, with James D. Henry as Lieutenant Colonel and John Thomas as Major. Among those who enlisted as privates in this regiment were Brig.-Gen. Whiteside and Capt. Abraham Lincoln. A regiment of five companies, numbering 195 men, from Putnam County under command of Col. John Strawn, and another of eight companies from Vermilion County under Col. Isaac R. Moore, were organized and assigned to guard duty for a period of twenty days.

The new volunteers were rendezvoused at Fort Wilbourn, nearly opposite Peru, June 15, and organized into three brigades, each consisting of three regiments and a spy battalion. The First Brigade (915 strong) was placed under command of Brig.-Gen. Alexander Posey, the Second under Gen. Milton K. Alexander, and the third under Gen. James D. Henry. Others who served as officers in some of these several organizations, and afterwards became prominent in State history, were Lieut.-Col. Gurdon S. Hubbard of the Vermilion County regiment; John A. McClernand, on the staff of General Posey; Maj. John Dement; then State Treasurer; Stinson H. Anderson, afterwards Lieutenant-Governor; Lieut.-Gov. Zadoc Casey; Maj., William McHenry; Sidney Breese (afterwards Judge of the State Supreme Court and United States Senator); W. L. D. Ewing (as Major of a spy battalion, afterwards United States Senator and State Auditor); Alexander W. Jenkins (afterwards Lieutenant-Governor); James W. Semple (afterwards United States Senator); and William Weatherford (afterwards a Colonel in the Mexican War), and many more. Of the Illinois troops, Posey's brigade was assigned to the duty of dispersing the Indians between Galena and Rock River, Alexander's sent to intercept Black Hawk up the Rock River,

while Henry's remained with Gen. Atkinson at Dixon. During the next two weeks engagements of a more or less serious character were had on the Pecatonica on the southern border of the present State of Wisconsin; at Apple River Fort fourteen miles east of Galena, which was successfully defended against a force under Black Hawk himself, and at Kellogg's Grove the next day (June 25), when the same band ambushed Maj. Dement's spy battalion, and came near inflicting a defeat, which was prevented by Dement's coolness and the timely arrival of reinforcements. In the latter engagement the whites lost five killed besides 47 horses which had been tethered outside their lines, the loss of the Indians being sixteen killed. Skirmishes also occurred with varying results, at Plum River Fort, Burr Oak Grove, Sinsiniwa and Blue Mounds—the last two within the present State of Wisconsin.

Believing the bulk of the Indians to be camped in the vicinity of Lake Koshkonong, General Atkinson left Dixon June 27 with a combined force of regulars and volunteers numbering 2,600 men—the volunteers being under the command of General Henry. They reached the outlet of the Lake July 2, but found no Indians, being joined two days later by General Alexander's brigade, and on the 6th by Gen. Posey's. From here the commands of Generals Henry and Alexander were sent for supplies to Fort Winnebago, at the Portage of the Wisconsin; Colonel Ewing, with the Second Regiment of Posey's brigade descending Rock River to Dixon, Posey with the remainder, going to Fort Hamilton for the protection of settlers in the lead-mining region, while Atkinson, advancing with the regulars up Lake Koshkonong, began the erection of temporary fortifications on Bark River near the site of the present village of Fort Atkinson. At Fort Winnebago Alexander and Henry obtained evidence of the actual location of Black Hawk's camp through Pierre Poquette, a half-breed scout and trader in the employ of the American Fur Company, whom they employed with a number of Winnebagoes to act as guides. From this point Alexander's command returned to General Atkinson's headquarters, carrying with them twelve day's provisions for the main army, while General Henry's (600 strong), with Major Dodge's battalion numbering 150, with an equal quantity of supplies for themselves, started under the guidance of Poquette and his Winnebago aids to find Black Hawk's camp. Arriving on the 18th at the Winnebago village on Rock River where Black

Hawk and his band had been located, their camp was found deserted, the Winnebagos insisting that they had gone to Cranberry (now Horicon) Lake, a half-day's march up the river. Messengers were immediately dispatched to Atkinson's headquarters, thirty-five miles distant, to apprise him of this fact. When they had proceeded about half the distance, they struck a broad, fresh trail, which proved to be that of Black Hawk's band headed westward toward the Mississippi. The guide having deserted them in order to warn his tribesmen that further dissembling to deceive the whites as to the whereabouts of the Sacs was useless, the messengers were compelled to follow him to General Henry's camp. The discovery produced the wildest enthusiasm among the volunteers, and from this time events followed in rapid succession. Leaving as far as possible all incumbrances behind, the pursuit of the fugitives was begun without delay, the troops wading through swamps sometimes in water to their armpits. Soon evidence of the character of the flight the Indians were making, in the shape of exhausted horses, blankets, and camp equipage cast aside along the trail, began to appear, and straggling bands of Winnebagos, who had now begun to desert Black Hawk, gave information that the Indians were only a few miles in advance. On the evening of the 20th of July Henry's forces encamped at "The Four Lakes," the present site of the city of Madison, Wis., Black Hawk's force lying in ambush the same night seven or eight miles distant. During the next afternoon the rear-guard of the Indians under Neapope was overtaken and skirmishing continued until the bluffs of the Wisconsin were reached. Black Hawk's avowed object was to protect the passage of the main body of his people across the stream. The loss of the Indians in these skirmishes has been estimated at 40 to 68, while Black Hawk claimed that it was only six killed, the loss of the whites being one killed and eight wounded. During the night Black Hawk succeeded in placing a considerable number of the women and children and old men on a raft and in canoes obtained from the Winnebagos, and sent them down the river, believing that, as non-combatants, they would be permitted by the regulars to pass Fort Crawford, at the mouth of the Wisconsin, undisturbed. In this he was mistaken. A force sent from the fort under Colonel Ritner to intercept them, fired mercilessly upon the helpless fugitives, killing fifteen of their number, while about fifty were drowned and thirty-two

women and children made prisoners. The remainder, escaping into the woods, with few exceptions died from starvation and exposure, or were massacred by their enemies, the Menominees, acting under white officers. During the night after the battle of Wisconsin Heights, a loud, shrill voice of some one speaking in an unknown tongue was heard in the direction where Black Hawk's band was supposed to be. This caused something of a panic in Henry's camp, as it was supposed to come from some one giving orders for an attack. It was afterwards learned that the speaker was Neapope speaking in the Winnebago language in the hope that he might be heard by Poquette and the Winnebago guides. He was describing the helpless condition of his people, claiming that the war had been forced upon them, that their women and children were starving, and that, if permitted peacefully to recross the Mississippi, they would give no further trouble. Unfortunately Poquette and the other guides had left for Fort Winnebago, so that no one was there to translate Neapope's appeal and it failed of its object.

General Henry's force having discovered that the Indians had escaped—Black Hawk heading with the bulk of his warriors towards the Mississippi—spent the next and day night on the field, but on the following day (July 23) started to meet General Atkinson, who had, in the meantime, been notified of the pursuit. The head of their columns met at Blue Mounds, the same evening, a complete junction between the regulars and the volunteers being effected at Helena, a deserted village on the Wisconsin. Here by using the logs of the deserted cabins for rafts, the army crossed the river on the 27th and the 28th and the pursuit of Black Hawk's fugitive band was renewed. Evidence of their famishing condition was found in the trees stripped of bark for food, the carcasses of dead ponies, with here and there the dead body of an Indian.

On August 1, Black Hawk's depleted and famishing band reached the Mississippi two miles below the mouth of the Bad Ax, an insignificant stream, and immediately began trying to cross the river; but having only two or three canoes, the work was slow. About the middle of the afternoon the steam transport, "Warrior," appeared on the scene, having on board a score of regulars and volunteers, returning from a visit to the village of the Sioux Chief, Wabasha, to notify him that his old enemies, the Sacs, were headed in that direction. Black Hawk raised the white flag in token of surrender, but the officer

in command claiming that he feared treachery or an ambush, demanded that Black Hawk should come on board. This he was unable to do, as he had no canoe. After waiting a few minutes a murderous fire of canister and musketry was opened from the steamer on the few Indians on shore, who made such feeble resistance as they were able. The result was the killing of one white man and twenty-three Indians. After this exploit the "Warrior" proceeded to Prairie du Chien, twelve or fifteen miles distant, for fuel. During the night a few more of the Indians crossed the river, but Black Hawk, seeing the hopelessness of further resistance, accompanied by the Prophet, and taking with him a party of ten warriors and thirty-five squaws and children, fled in the direction of "the dells" of the Wisconsin. On the morning of the 2d General Atkinson arrived within four or five miles of the Sac position. Disposing his forces with the regulars and Colonel Dodge's rangers in the center, the brigades of Posey and Alexander on the right and Henry's on the left, he began the pursuit, but was drawn by the Indian decoys up the river from the place where the main body of the Indians were trying to cross the stream. This had the effect of leaving General Henry in the rear practically without orders, but it became the means of making his command the prime factors in the climax which followed. Some of the spies attached to Henry's command having accidentally discovered the trail of the main body of the fugitives, he began the pursuit without waiting for orders and soon found himself engaged with some 300 savages, a force nearly equal to his own. It was here that the only thing like a regular battle occurred. The savages fought with the fury of despair, while Henry's force was no doubt nerved to greater deeds of courage by the insult which they conceived had been put upon them by General Atkinson. Atkinson, hearing the battle in progress and discovering that he was being led off on a false scent, soon joined Henry's force with his main army, and the steamer "Warrior," arriving from Prairie du Chien, opened a fire of canister upon the pent-up Indians. The battle soon degenerated into a massacre. In the course of the three hours through which it lasted, it is estimated that 150 Indians were killed by fire from the troops, an equal number of both sexes and all ages drowned while attempting to cross the river or by being driven into it, while about 50 (chiefly women and children) were made prisoners. The loss of the whites was 20 killed and 13 wounded. When the "battle" was nearing its

close it is said that Black Hawk, having repented the abandonment of his people, returned within sight of the battle-ground, but seeing the slaughter in progress which he was powerless to avert, he turned and, with a howl of rage and horror, fled into the forest. About 300 Indians (mostly non-combatants) succeeded in crossing the river in a condition of exhaustion from hunger and fatigue, but these were set upon by the Sioux under Chief Wabasha, through the suggestion and agency of General Atkinson, and nearly one-half their number exterminated. Of the remainder many died from wounds and exhaustion, while still others perished while attempting to reach Keokuk's band who had refused to join in Black Hawk's desperate venture. Of one thousand who crossed to the east side of the river with Black Hawk in April, it is estimated that not more than 150 survived the tragic events of the next four months.

General Scott, having arrived at Prairie du Chien early in August, assumed command and, on August 15, mustered out the volunteers at Dixon, Ill. After witnessing the bloody climax at the Bad Axe of his ill-starred invasion, Black Hawk fled to the dells of the Wisconsin, where he and the Prophet surrendered themselves to the Winnebagoes, by whom they were delivered to the Indian Agent at Prairie du Chien. Having been taken to Fort Armstrong on September 21, he there signed a treaty of peace. Later he was taken to Jefferson Barracks (near St. Louis) in the custody of Jefferson Davis, then a Lieutenant in the regular army, where he was held a captive during the following winter. The connection of Davis with the Black Hawk War, mentioned by many historians, seems to have been confined to this act. In April, 1833, with the Prophet and Neapope, he was taken to Washington and then to Fortress Monroe, where they were detained as prisoners of war until June 4, when they were released. Black Hawk, after being taken to many principal cities in order to impress him with the strength of the American nation, was brought to Fort Armstrong, and there committed to the guardianship of his rival, Keokuk, but survived this humiliation only a few years, dying on a small reservation set apart for him in Davis County, Iowa, October 3, 1838.

Such is the story of the Black Hawk War, the most notable struggle with the aborigines in Illinois history. At its beginning both the State and national authorities were grossly misled by an exaggerated estimate of the strength of Black Hawk's force as to numbers and his plans for recovering the site of his old village, while

Black Hawk had conceived a low estimate of the numbers and courage of his white enemies, especially after the Stillman defeat. The cost of the war to the State and nation in money has been estimated at \$2,000,000, and in sacrifice of life on both sides at not less than 1,200. The loss of life by the troops in irregular skirmishes, and in massacres of settlers by the Indians, aggregated about 250, while an equal number of regulars perished from a visitation of cholera at the various stations within the district affected by the war, especially at Detroit, Chicago, Fort Armstrong and Galena. Yet it is the judgment of later historians that nearly all this sacrifice of life and treasure might have been avoided, but for a series of blunders due to the blind or unscrupulous policy of officials or interloping squatters upon lands which the Indians had occupied under the treaty of 1804. A conspicuous blunder—to call it by no harsher name—was the violation by Stillman's command of the rules of civilized warfare in the attack made upon Black Hawk's messengers, sent under flag of truce to request a conference to settle terms under which he might return to the west side of the Mississippi—an act which resulted in a humiliating and disgraceful defeat for its authors and proved the first step in actual war. Another misfortune was the failure to understand Neapope's appeal for peace and permission for his people to pass beyond the Mississippi the night after the battle of Wisconsin Heights; and the third and most inexcusable blunder of all, was the refusal of the officer in command of the "Warrior" to respect Black Hawk's flag of truce and request for a conference just before the bloody massacre which has gone into history under the name of the "battle of the Bad Axe." Either of these events, properly availed of, would have prevented much of the butchery of that bloody episode which has left a stain upon the page of history, although this statement implies no disposition to detract from the patriotism and courage of some of the leading actors upon whom the responsibility was placed of protecting the frontier settler from outrage and massacre. One of the features of the war was the bitter jealousy engendered by the unwise policy pursued by General Atkinson towards some of the volunteers—especially the treatment of General James D. Henry, who, although subjected to repeated slights and insults, is regarded by Governor Ford and others as the real hero of the war. Too brave a soldier to shirk any responsibility and too modest to exploit his own deeds, he felt

deeply the studied purpose of his superior to ignore him in the conduct of the campaign—a purpose which, as in the affair at the Bad Axe, was defeated by accident or by General Henry's soldierly sagacity and attention to duty, although he gave out to the public no utterance of complaint. Broken in health by the hardships and exposures of the campaign, he went South soon after the war and died of consumption, unknown and almost alone, in the city of New Orleans, less two years later.

Aside from contemporaneous newspaper accounts, monographs, and manuscripts on file in public libraries relating to this epoch in State history, the most comprehensive records of the Black Hawk War are to be found in the "Life of Black Hawk," dictated by himself (1834); Wakefield's "History of the War between the United States and the Sac and Fox Nations" (1834); Drake's "Life of Black Hawk" (1854); Ford's "History of Illinois" (1854); Reynolds' "Pioneer History of Illinois; and "My Own Times"; Davidson & Stuve's and Moses' Histories of Illinois; Blanchard's "The Northwest and Chicago"; Armstrong's "The Sauks and the Black Hawk War," and Reuben G. Thwaite's "Story of the Black Hawk War" (1892.)

CHICAGO HEIGHTS, a village in the southern part of Cook County, twenty-eight miles south of the central part of Chicago, on the Chicago & Eastern Illinois, the Elgin, Joliet & Eastern and the Michigan Central Railroads; is located in an agricultural region, but has some manufactures as well as good schools—also has one newspaper. Population (1900), 5,100.

GRANITE, a city of Madison County, located five miles north of St. Louis on the lines of the Burlington; the Chicago & Alton; Cleveland, Cincinnati, Chicago & St. Louis; Chicago, Peoria & St. Louis (Illinois), and the Wabash Railways. It is adjacent to the Merchants' Terminal Bridge across the Mississippi and has considerable manufacturing and grain-storage business; has two newspapers. Population (1900), 3,122.

HARLEM, a village of Proviso Township, Cook County, and suburb of Chicago, on the line of the Chicago & Northwestern Railroad, nine miles west of the terminal station at Chicago. Harlem originally embraced the village of Oak Park, now a part of the city of Chicago, but, in 1884, was set off and incorporated as a village. Considerable manufacturing is done here. Population (1900), 4,085.

HARVEY, a city of Cook County, and an important manufacturing suburb of the city of Chi-

cago, three miles southwest of the southern city limits. It is on the line of the Illinois Central and the Chicago & Grand Trunk Railways, and has extensive manufactures of harvesting, street and steam railway machinery, gasoline stoves, enameled ware, etc.; also has one newspaper and ample school facilities. Population (1900), 5,395.

IOWA CENTRAL RAILWAY, a railway line having its principal termini at Peoria, Ill., and Manly Junction, nine miles north of Mason City, Iowa, with several lateral branches making connections with Centerville, Newton, State Center, Story City, Algona and Northwood in the latter State. The total length of line owned, leased and operated by the Company, officially reported in 1899, was 508.98 miles, of which 89.76 miles—including 3.5 miles trackage facilities on the Peoria & Pekin Union between Iowa Junction and Peoria—were in Illinois. The Illinois division extends from Keithsburg—where it enters the State at the crossing of the Mississippi—to Peoria.—(HISTORY.) The Iowa Central Railway Company was originally chartered as the Central Railroad Company of Iowa and the road completed in October, 1871. In 1873 it passed into the hands of a receiver and, on June 4, 1879, was reorganized under the name of the Central Iowa Railway Company. In May, 1883, this company purchased the Peoria & Farmington Railroad, which was incorporated into the main line, but defaulted and passed into the hands of a receiver December 1, 1886; the line was sold under foreclosure in 1887 and 1888, to the Iowa Central Railway Company, which had effected a new organization on the basis of \$11,000,000 common stock, \$6,000,000 preferred stock and \$1,379,625 temporary debt certificates convertible into preferred stock, and \$7,500,000 first mortgage bonds. The transaction was completed, the receiver discharged and the road turned over to the new company, May 15, 1889.—(FINANCIAL). The total capitalization of the road in 1899 was \$21,337,558, of which \$14,159,180 was in stock, \$6,650,095 in bonds and \$528,283 in other forms of indebtedness. The total earnings and income of the line in Illinois for the same year were \$532,568, and the expenditures \$566,333.

SPARTA, a city of Randolph County, situated on the Centralia & Chester and the Mobile & Ohio Railroads, twenty miles northwest of Chester and fifty miles southeast of St. Louis. It has

a number of manufacturing establishments, including plow factories, a woolen mill, a cannery and creameries; also has natural gas. The first settler was James McClurken, from South Carolina, who settled here in 1818. He was joined by James Armour a few years later, who bought land of McClurken, and together they laid out a village, which first received the name of Columbus. About the same time Robert G. Shannon, who had been conducting a mercantile business in the vicinity, located in the town and became the first Postmaster. In 1839 the name of the town was changed to Sparta. Mr. McClurken, its earliest settler, appears to have been a man of considerable enterprise, as he is credited with having built the first cotton gin in this vicinity, besides still later, erecting saw and flour mills and a woolen mill. Sparta was incorporated as a village in 1837 and in 1859 as a city. A colony of members of the Reformed Presbyterian Church (Covenanters or "Seceders") established at Eden, a beautiful site about a mile from Sparta, about 1822, cut an important figure in the history of the latter place, as it became the means of attracting here an industrious and thriving population. At a later period it became one of the most important stations of the "Underground Railroad" (so called) in Illinois (which see). The population of Sparta (1890) was 1,979; (1900), 2,041.

TOLUCA, a city of Marshall County situated on the line of the Atchison, Topeka & Santa Fé Railroad, 18 miles southwest of Streator. It is in the center of a rich agricultural district; has the usual church and educational facilities of cities of its rank, and two newspapers. Population (1900), 2,629.

WEST HAMMOND, a village situated in the northeast corner of Thornton Township, Cook County, adjacent to Hammond, Ind., from which it is separated by the Indiana State line. It is on the Michigan Central Railroad, one mile south of the Chicago City limits, and has convenient access to several other lines, including the Chicago & Erie; New York, Chicago & St. Louis, and Western Indiana Railroads. Like its Indiana neighbor, it is a manufacturing center of much importance, was incorporated as a village in 1892, and has grown rapidly within the last few years, having a population, according to the census of 1900, of 2,935.

COOK COUNTY

Cook County.

PREFACE.

The Historical Encyclopedia of Illinois, first published in 1900 under the editorship of two competent men especially well versed in State history, has since passed through two revisions for the purpose of bringing it up to date. As its name implies, the work presents an epitome of Illinois history, in reference to which it has come to be recognized as a standard authority, the price of this issue, in one volume, being \$12.50.

The special Cook County edition, now issued, was undertaken only with the promise that, in addition to the Historical Encyclopedia of the State, it was intended to embrace a biographical department open to patrons of the work, the whole to be delivered to subscribers in two volumes, at \$15.00 per set, according to printed and signed agreements.

As the sale of this special edition progressed, there arose an urgent demand for a concise, but comprehensive, outline of Chicago and Cook County history, with the various townships of the latter, and especially embracing certain instances, or object lessons, illustrative of the wondrous strides of development witnessed in Chicago business and municipal history. Following the history of Chicago's original discovery by the early French explorers, and its gradual growth from a trading station and a frontier military post to the commercial metropolis of the Northwest, these instances (which are indicative of the general development) are presented in special articles descriptive of the past and the present—the "then and the now"—of the "Union Stock Yards," the "Postal Service," the "Fire Department," "Municipal Lighting," "Water Service," "Railway Progress," "Parks and Boulevards," etc., with a condensed history of the city, county and townships—all being additions to what was promised at the outset, and all accomplished at a large expenditure of time and money on the part of the publishers, but without any additional cost to the patrons of the work.

The contracts entered into between the publishers of this work and its patrons provides that the volumes shall "be delivered within a fair and reasonable time after publication," at which time payment therefor becomes due. It is apparent, therefore, that the interest of the publishers lies in as early a publication and delivery as practicable, while the interest of the patrons has been subserved by postponement of the completion of the work consequent upon the length of time occupied in collection of added material for, and the addition of much valuable history not promised, thereby increasing its scope and value beyond what was contemplated in the original plan, but without added cost to the subscribers.

While these volumes are the result of human endeavor with human limitations, and while perfection will not be claimed for them, they are submitted in the hope that they will be found to possess an intrinsic value which will be accorded due recognition, and that future generations will render to them a just meed of appreciation for the preservation of a large amount of family and individual history, of which they are the repository.

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HISTORY OF COOK COUNTY.

[Part of Special Local Edition of Historical Encyclopedia of Illinois.]

CHAPTER I.

EXPLORATION AND DISCOVERY.

JEAN NICOLET DISCOVERS LAKE MICHIGAN—CONJECTURES AS TO EXTENT OF HIS EXPLORATIONS—THE PERROT EXPEDITION—THE LOCALITY OF CHICAGO VISITED BY WHITE MEN—ARRIVAL OF JOLIET AND MARQUETTE—DISCOVERY OF ILLINOIS RIVER—THE KASKASKIAS—MARQUETTE'S SECOND VISIT—SPENDS THE WINTER ON THE CHICAGO RIVER—RETURNS NORTH BY THE EASTERN SHORE OF LAKE MICHIGAN—HIS DEATH.

Although Cook County, as a political division, ranks in the class of younger counties in the State of Illinois, there is evidence that it was, in all probability, the first section comprised within the present limits of the State to be visited by white men. The spirit of exploration directed towards the region about the great lakes, had received a strong impulse among the early French settlers at Quebec, under the vigorous administration of Samuel de Champlain in the first half of the seventeenth century, and, according to the "Jesuit Relations," Jean Nicolet, one of Champlain's trusted pupils, in company with two missionaries, Fathers Brebeuf and Daniel, reached the northern and western shore of Lake Michigan as early as 1634. He thus became the discoverer of Lake Michigan, and, having entered Green Bay, ascended the Fox River of Wisconsin to the

portage of the Wisconsin River, anticipating the expedition of Joliet and Marquette by nearly forty years. It is even claimed by some authorities (especially by Shea and Parkman) that Nicolet reached the Mississippi and sailed some distance down that stream, though this is discredited in other quarters. There seems to be more conclusive evidence that he extended his explorations southward into the present limits of Illinois, although the exact locality reached is uncertain. It seems highly probable, however, that in his southward march he may have approached the western shore of Lake Michigan, and this would have brought him to the vicinity of Chicago. The career of this intrepid explorer was cut short by drowning, near Quebec, in 1642.

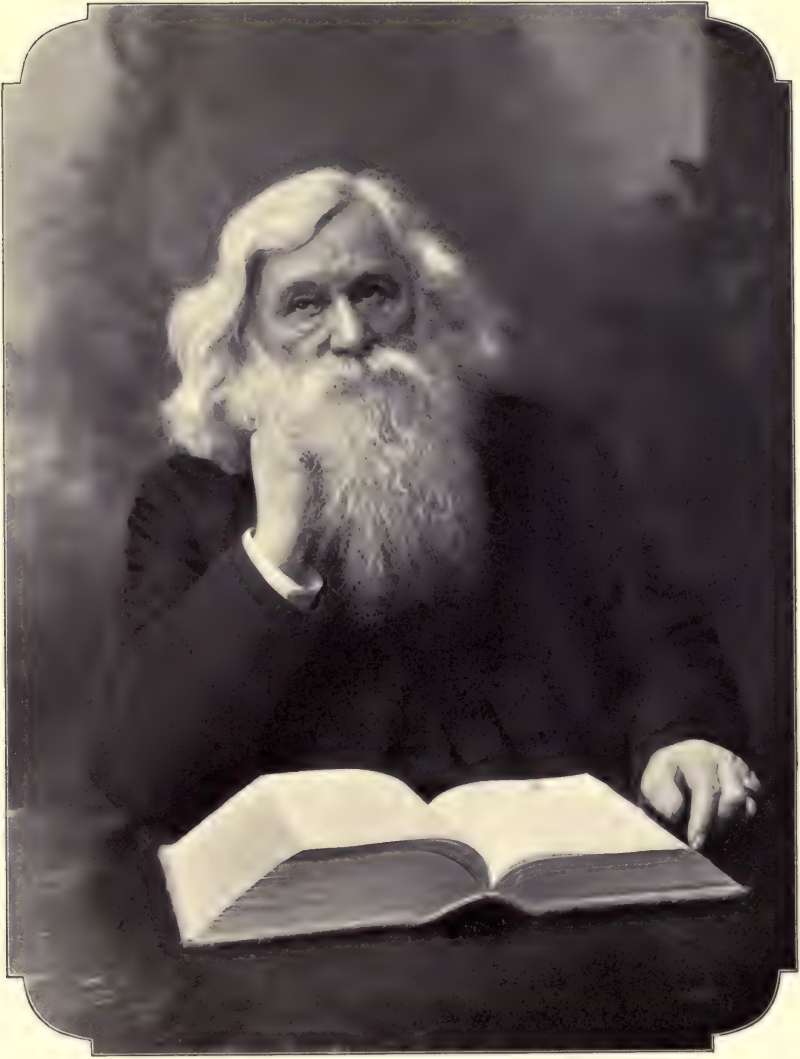
In the years following the Nicolet expedition, which reached the Sault Ste. Marie at the foot of Lake Superior, the activity of the warlike Iroquois prevented the advance of the Jesuit missionaries and their fellow explorers in the northwestern lake region, and it was not until 1658 that two other celebrated French explorers, Radisson and his brother-in-law, Medard Chouart (known also as Groseilliers), reached the southwestern shore of Lake Superior and wintered at La Pointe, in the vicinity of what is now Ashland, Wis. It is claimed that Radisson and Groseilliers penetrated as far west as the Mississippi, and even descended that river a long distance. They were followed by Nicholas Perrot who, between 1670 and 1690, spent much time in explorations about the junction of Lakes Michigan, Huron and Superior, and followed the example of Nicolet by visiting the Fox River valley in Wisconsin. He also took a

prominent part in the conference between the French and a number of native tribes held at Sault Ste. Marie on June 14, 1671, acting as the principal interpreter on that occasion. It has also been claimed that he extended his explorations to the Mississippi and made the first discovery of lead in the vicinity of Galena. Charlevoix, who visited this region in 1679 and 1700, also credits Perrot with having advanced as far south as Chicago, which he mentions by name and describes as situated "at the lower end of Lake Michigan where the Miamis then were." While this would seem to leave no doubt that Perrot visited the head of Lake Michigan at that early day, it by no means determines the fact that the locality mentioned by the name of "Chicago" was the same as that of the city of to-day, as three other rivers were known by the name of Chicago, with somewhat different spellings, about that time, viz.: The St. Joseph, the Grand Calumet and the Des Plaines. Besides this, it is claimed that the Miamis were never located on the present site of Chicago, but that they did have a settlement about the mouth of the St. Joseph, at the southeast border of the lake.

This brings us to what has been universally accepted as the best authenticated—if not the first—visit of French explorers to the locality now known as Chicago. This was accomplished through the expedition set on foot by Jean Talon, the French Intendant of Canada, and authorized by Count de Frontenac, the Governor, under the command of Louis Joliet, who had already spent some years in an official exploration of the copper-mine region of Lake Superior. The object of this expedition was to explore the Mississippi River and, by following its course, settle the question regarding the location of its mouth, which was then believed to be on the border of the "South Sea" (or Gulf of California), thus opening a highway across the continent to Eastern Asia. Joliet left Quebec in the fall of 1672, and, having spent the winter at Michilimackinac (Mackinac), on the 17th of May following, set out from the mission of St. Ignace in company with Jacques Marquette, a Jesuit missionary, and five other Frenchmen, with two birch bark canoes and a meager stock of provisions, in search of the great river. Father Marquette, having spent the preceding three or four years among the Indians at Sault Ste. Marie and at La Pointe on the southwest shore of Lake

Superior, besides being zealously devoted to missionary work in which he had been engaged, was especially well fitted to act as an interpreter and win the favor of the Indians whom they were likely to encounter. The expedition having passed through Green Bay and Lake Winnebago, entered the Fox River of Wisconsin, which they ascended under the direction of Indian guides to the portage connecting with the Wisconsin. Then, transferring their canoes to the Wisconsin, they descended that stream to its mouth, entering the Mississippi on June 17, 1673. Continuing their journey down the latter stream for one month, they are believed by some to have reached the mouth of the Arkansas River, while others maintain that they did not proceed farther south than a short distance below the mouth of the Ohio, when, their course having been arrested by a tribe of Indians known as the Maupelias, they turned back. In the absence of definite information as to distances traveled and points passed, the absolute solution of this question at this day seems impossible, though there are strong reasons tending to sustain the latter view. An incident of the journey southward was the startling surprise given to Marquette and his fellow-voyagers at the sight of what was supposed to be a painting on the face of the cliff, a short distance above where the city of Alton now stands. This picture, whether a work of aboriginal art or produced by natural seams in the rock, was vividly described by Marquette in his journal, and was widely known in the first half of the last century under the name of "The Piasa Bird," but has wholly disappeared within the last generation before the quarryman and the advances of civilization. (See "*Piasa Bird, Legend of The.*"—*His. Encyc. of Ill., Vol. I.*) Other noteworthy points passed in this historic voyage included the mouth of the Missouri River, to which Marquette gave the name of the Pekitanoui; the site of the present city of St. Louis and that of Old Kaskaskia, which, within the next half century, became the seat of power for the French possessions west and south of the great lakes.

Retracing their course from the lower Mississippi, Joliet and his companions entered the river Illinois, which they ascended, making a stop of three days, en route, at the village of the Peorias about where the city of Peoria now stands, and later at the "Illinois Town of the



James B. Bradwell

Kaskaskias," in the vicinity of the present village of Utica in LaSalle County. This locality, as it will be seen later, eventually became the seat of French power in the "Illinois Country" for some twenty years, as well as the center of a large Indian population. According to the statement of Marquette, having promised to "return and instruct" them, he and his companions were escorted by a chief and a number of his tribe to the shore of the "Lac des Illinois," as Lake Michigan was then called, whence they continued their journey to Green Bay, arriving there about the close of September. The journey was made from the "Town of the Kaskaskias," by ascending the Illinois and the Des Plaines rivers to the point where the portage was made to the Chicago River. The identity of the stream referred to under this name has been matter of considerable discussion, and has given rise to some diversity of opinion. While the earlier historians, including Shea, Parkman, and others, have generally accepted the theory that it was the Chicago River of to-day, and that Joliet and his companions were the first white men to stand on the site of the present city of Chicago, this has been questioned by later authors. One reason for this doubt grows out of the fact, already alluded to, that between 1670 and 1700 there were three other rivers which bore the name of "The Chicago"—the St. Joseph, the Grand Calumet and the Des Plaines. For reasons which seem to have considerable weight, a number of later students of this period—including the late Prof. Albert D. Hager, former Secretary of the Chicago Historical Society—have maintained that the river by which Joliet and his party entered Lake Michigan was the Grand Calumet. The only point upon which there would seem to be no doubt is the fact that these explorers, who were the first to leave a written record of their visit to this region, reached Lake Michigan near its southern limit late in the summer of 1673. Whether that was by the Chicago River of to-day or by some stream which then bore that name, there seems absolutely no doubt that it was in the immediate vicinity of the present city of Chicago, if not upon its site.

On October 25, 1674, Father Marquette, accompanied by two French boatmen, started from Green Bay with the intention of carrying out his plan, determined upon during his visit of the previous year, of establishing a mission among the Illinois Indians. As he kept a jour-

nal of his travels during this period, a translation of which was published nearly fifty years ago, there is no difficulty in tracing his journey from Green Bay along the western shore of Lake Michigan to its head, and identifying many of the points at which he and his companions camped for the night or made brief stops. The journey occupied about a month. On the 20th of November he mentions having "cabined" (camped) in great discomfort on account of the wind and cold at "the Bluffs," which is believed to have been "Lake Bluff," now known as Lake Forest, about thirty miles north of Chicago. In the entry for the next day he speaks of having had "hard enough work to make a river" (which was necessary in order to effect a landing, especially in stormy weather) and find a camping ground. Here they were detained three days. From the description given of the mouth of this river, and the time occupied in reaching it from "the Bluffs," there would appear to be strong reason for believing that it was the Chicago River of to-day. One reason for this conclusion is the fact that he mentions the "large sand-banks off the shore," which was a peculiarity of the mouth of the Chicago River when it became known to white men at the beginning of the last century. Under date of November 27th, the journal makes mention of the "hard work to get out of the river," after which they "made about three leagues" (approximately seven and a half English miles), where they were detained by the wind for the remainder of the month. On December 1st, the party made another start, and, after meeting many difficulties on account of the weather, on the 4th they appear to have reached what Marquette calls "Portage River"—for the reason, no doubt, that it was the channel by which a portage was obtained to the Des Plaines. This stream was found frozen over, and, after drawing their boats up this river on the ice two leagues (about five miles), in view of the obstacles in the way of making further progress, and Marquette's continued illness, it was decided to winter there. Here again arises the question as to the identity of the stream where Marquette wintered. That it was on the same stream by which he entered Lake Michigan from the south on his first visit is evident from an entry in his journal a few weeks later, which will be referred to farther on in this history. It has been claimed that the cabin which he occupied belonged to two French

traders who had preceded Marquette on his second visit here, and the generally accepted theory has been that it was situated on the South Branch of the Chicago River about what was known as "Lée's place," or "Hardscrabble," in the early part of the last century. Professor Hager, who has already been quoted, is of the opinion, however, that the "Portage River" mentioned by Marquette was the Little Calumet, and that the location of his cabin may have been on or in the vicinity of what is known as "Indian Ridge" and near Calumet Lake. While this question is of interest chiefly in a speculative sense, there is abundant evidence, as already shown, not only that both rivers were known by the name of the "Chickagou," but that both were used for securing a portage to the Des Plaines.

During his stay on "Portage River," Marquette was visited by a number of Indians who brought him provisions, and by a French surgeon, who came from a village eighteen leagues (about 45 miles) distant, where there was another Frenchman named Pierre Moreau—these two men being reputed owners of the cabin which Marquette occupied. The exact locality of the village mentioned by Marquette is unknown, although it has been conjectured that it may have been about where the city of Joliet now is, as it appears that it was on the way to the village of the Kaskaskias, which Marquette had set out to reach. On March 29, 1675, Marquette and his companions were compelled to break camp on account of a sudden flood caused by the breaking up of the ice and a consequent gorge in the stream on which they were located. This appears to have flooded the surrounding country, and Marquette and his party, having placed their property in trees above the reach of the flood, sought a camping place on some hillocks in the vicinity. On the 30th they started to complete the portage to the Des Plaines, which they reached the next day at a point of which he speaks in his journal as the same where "we began our portage more than eighteen months ago"—that is to say, on the journey of himself and Joliet from the village of the Kaskaskias en route to Mackinac during the summer of 1673. In his entry of April 1st, at this point, he speaks of the French village (which they hoped to reach the next day), as still fifteen leagues distant, though they were detained here by contrary winds until the 6th, at which date his journal breaks off.

Father Dablon, the Superior of Marquette, in his report of the labors of the latter, claims that the devoted missionary reached the village of the Kaskaskias in eleven days after breaking camp at Portage River—which would have made the date of his arrival at the Indian village April 8th—and gives a detailed account of his work in founding there the "Mission of the Immaculate Conception." If this statement is correct, Marquette's stay must have been very brief; for, only a few days later, admonished by his failing health, we find him and his two faithful companions on their return towards the mission of St. Ignace, which he hoped to reach in time to end his life there, although his hope was not to be realized. Dablon says he traveled thirty leagues (about 80 miles) to the lake "upon whose waters he had to journey nearly 100 leagues by an unknown route whereon he had never traveled before." This evidently refers to the route by the lake, and there is nothing in this inconsistent with the assumption that his return to the lake was by the same route over which he had recently traveled to reach the Des Plaines. If this had been upon the Calumet, it would seem to be but natural that, finding himself near the southern end of the lake, the idea may have occurred to him of endeavoring to reach St. Ignace "by an unknown route," as Father Dablon expresses it, along the eastern shore, believing this to be the shortest route to his destination (St. Ignace), whether that was at that time on Mackinac Island or on the north shore of the Straits of that name—which the late John G. Shea confesses to be a matter of doubt. As for Marquette himself, he has left no record over his own name of this part of his journey, the last entry in his journal bearing the date of his arrival at the Des Plaines on his way to the village of the Kaskaskias. On the 18th of May—forty-two days after this last record by his own hand—this zealous missionary and famous discoverer breathed his last in camp on the eastern shore of the lake at the mouth of what is now, in honor of his memory, called the Marquette River, about where the town of Ludington, Mich., now stands. While, as has already been shown, there is doubt as to the exact locality on which he camped during his two visits to this region, there is no doubt that he left the first written description of the country embraced in what is now known as Cook County, and his name will always be inti-



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*Yours Truly.
Horace S. Chase.*

mately associated with this most interesting and romantic period in the history of Chicago. (See *Joliet, Louis, and Marquette, Jacques*,—*Hist. Encyc. of Ill. Vol. I.*)

CHAPTER II.

PERIOD OF FRENCH OCCUPATION.

FRENCH TRADERS AND MISSIONARIES IN THE "ILLINOIS COUNTRY"—ARRIVAL OF LASALLE—DISCOVERIES OF THE GREAT EXPLORER—THE HENRY M. STANLEY OF HIS AGE—DISASTER OF "THE GRIFFON"—HENRY DE TONTY—LASALLE REACHES THE ILLINOIS BY WAY OF THE KANKAKEE—THE STORY OF FORT CREVE-COEUR—LASALLE EXPLORES THE MISSISSIPPI TO ITS MOUTH—LOUISIANA IS NAMED—FORT ST. LOUIS ERECTED ON "STARVED ROCK"—TRAGIC FATE OF THE GREAT EXPLORER—UNCERTAINTY ABOUT LOCATION OF THE FIRST CHICAGO RIVER.

During the five years' interval immediately following Marquette's second visit to the Illinois Country, there would seem to be no doubt that this region was roamed over by many French traders, hunters and missionaries from Canada and the locality about Mackinac and Green Bay. Among the missionary class the most noteworthy visitor was Father Allouez, who had been engaged in missionary work about Green Bay for a number of years, and who, in 1677, came to the village of the Kaskaskias to complete the work undertaken by Marquette, two years earlier, by founding a mission there. He is reputed to have been met by a delegation of Illinois Indians at the mouth of the Chicago River, and conducted to his destination, as well as to have spent two years there between 1678 and 1680, and again visited Chicago in 1684, when there was a French fort in this vicinity under command of Col. Durantay. The actual location of this fort, however, is matter of uncertainty, but will be touched upon later.

The most important arrival following the visit of Marquette and Joliet was that of Robert Cavellier, Sieur de LaSalle, who became for a time, under the authority of the King of France,

the virtual proprietor of the "Illinois Country," and did more to attract attention to that region and open it up to the knowledge of the rest of the world than all of his predecessors. This celebrated explorer is credited by some historians—especially by his biographer, Pierre Margry—with having reached the Illinois and Mississippi Rivers by way of the Chicago portage, as early as 1670, thus preceding Marquette's first visit by three years. Although this theory is accepted in part by the historian Parkman, Mr. Shea is of the opinion that the "Chicaugou" River reached by LaSalle, at this time, was the St. Joseph of Michigan. There is, however, a lack of documentary evidence to sustain the assumption of M. Margry, who bases his conclusion upon reported conversations with LaSalle previous to 1678 and a letter from a niece of LaSalle's written nearly eighty years after his reputed visit to Illinois. However much or little credence may be given to this story of LaSalle's early arrival in this region, there can be no doubt of the importance of the discoveries made by this greatest of French explorers, or of the fact that the most thorough explorations, not only of the Illinois Country but of the Mississippi Valley, by any single man up to this period, were those undertaken by him. In a certain sense he may be regarded as the Henry M. Stanley of his age. What the latter accomplished a quarter of a century ago in penetrating into the heart of the "Dark Continent," LaSalle, by his explorations through the heart of the American Continent, from the St. Lawrence far towards the Rio Grande in the southwest, including the discovery of the mouth of the Mississippi, accomplished in the face of greater obstacles than Stanley had to encounter and with inferior resources.

Beginning his career as an explorer in 1669, there is ground for believing that LaSalle was the first Frenchman to reach the Ohio River, which he did from Canada, descending that stream, as claimed by some, to the falls below Louisville, and by others to its mouth. During the next ten years he made extensive excursions to the south and into the lake region of the West, with three voyages to his native France for the purpose of procuring supplies and obtaining grants from the crown. In 1679 he constructed and launched on the Niagara River, above the falls, the first vessel larger than the Indian canoe to navigate the lakes. With this

vessel (named "The Griffon") loaded with supplies and men for his expedition, he made the voyage from the eastern end of Lake Erie to Green Bay, arriving at the latter in September. "The Griffon," having discharged its cargo on one of the islands at the entrance of Green Bay, was reloaded with furs and sent back to Canada, with instructions to return with another cargo of supplies and join LaSalle at the head of Lake Michigan, but was never heard of again. Among those accompanying LaSalle on this expedition was Henry de Tonty, who had joined LaSalle in France, and finally became his second in command. On the day "The Griffon" sailed on its return to Niagara, LaSalle left Green Bay at the head of a party of seventeen men (including three priests) in four canoes, for the mouth of the St. Joseph River at the head of Lake Michigan. Following the western shore of the lake and passing by the site of Chicago, he arrived at his destination on November 1st, expecting there to meet Tonty, who had been ordered to proceed from Mackinac with another party by the eastern shore. The arrival of Tonty's party was delayed, however, some twenty days, LaSalle occupying the interval in erecting a fort at the mouth of the river to which he gave the name of the "Fort of the Miamis"—the river having received its name from the Miami Indians, then settled on its banks. Tonty's party having finally arrived, on December 3d, LaSalle set out with eight canoes and thirty-three men to ascend the St. Joseph to the portage from that stream to the Theakiki (Kankakee), leaving four men at the fort as a guard, and to await the expected arrival of "The Griffon." The portage was finally effected from the vicinity of the present village of South Bend, Ind., requiring the transportation of canoes and baggage overland a distance of four miles. Having again embarked, this time on the waters of the Kankakee, the party descended that stream to the Illinois, and, by the latter, to the village of the Kaskaskias, which had been visited by Joliet and Marquette in 1673. Their arrival here was on January 1, 1680, but finding the village deserted, they proceeded to that of the Peorias on Peoria Lake (then called Pimiteoui), where they arrived on January 4th. Here LaSalle made his first extended stop and began the erection of a fort on the east side of the lake near its foot, to which he gave the name of "Fort Creve-Coeur" (Broken-Heart), and also began the

construction of a boat, with which he expected to explore the Mississippi River to its mouth. Being in want of material to complete his vessel, which he had hoped to receive by "The Griffon," on March 2d, accompanied by four Frenchmen and one Indian, he started on his return to Canada by way of the mouth of the St. Joseph, leaving Tonty, with the rest of his party, at Creve-Coeur. Before leaving he dispatched Michael Accault and Father Hennepin, by way of the Illinois, to the Mississippi with instructions to ascend the latter to the region occupied by the Sioux. (See *Accault and Hennepin*,—*Hist. Encyc. of Ill.*, Vol. I.) Soon after LaSalle's departure, the bulk of the party left at Fort Creve-Coeur mutinied during the temporary absence of Tonty on a visit to the village of the Kaskaskias, burned the fort, and returning on their way to Canada by the mouth of the St. Joseph, subjected the fort there to a like fate. Tonty, finding himself deserted by all but five of his party, made his way back to Green Bay and spent the next winter among the Pottawatomies. LaSalle, after being detained in Canada for several months by a succession of reverses, started on his return west by way of Mackinac, arriving at the fort at the mouth of the St. Joseph early in November and, later descending the Illinois, saw the havoc wrought by the mutineers at Creve-Coeur. Having spent the following winter at Fort St. Joseph, in the spring he proceeded to Mackinac, where he met Tonty and Father Membre, who had belonged to the expedition of 1680. After another trip to Canada, in which he was accompanied by Tonty, the latter part of December, 1681, found him again at Fort St. Joseph. Making the portage by way of what he called "the Chicago River" (where Tonty had preceded him) to the Des Plaines, he entered upon his third descent of the Illinois, making a part of the journey upon the ice and arriving at the confluence of the Illinois with the Mississippi, February 6, 1682. With a few companions he and Tonty continued their course to the mouth of the Mississippi, where they arrived April 9, 1682, and took formal possession of the country in the name of the King of France, giving to it the name of Louisiana. The fourth and last visit of LaSalle was made in December of the same year, where he had the satisfaction of seeing the realization of his dream of a fortress on the summit of "Starved Rock," the erection of which had been begun by Tonty a few months previous.



James P. Chan



Here he remained during the remainder of the winter and the following summer, but going to France before the close of the year, entered upon the scheme of founding a colony at the mouth of the Mississippi, which ended so disastrously in his death by treachery at the hands of some of his own followers, on the banks of the Trinity River in Texas, March 19th, 1687. While the career of this great explorer, who did so much to open up Illinois and the Mississippi Valley to Europe in the last quarter of the seventeenth century, belongs rather to general and State history than to that of Chicago and Cook County, it still has a deep interest for Chicagoans in view of its influence upon events which tended to make Chicago the *entrepot* and focal point of those seeking entrance, at that early day, to the region known as the "Illinois Country." There seems little reason for doubt that, at some time—probably more than once—during his later visits to Illinois, this ambitious and indefatigable explorer stood on the site of the present city of Chicago, as he certainly saw it on his several voyages up and down the lake past its shores. (See *LaSalle, Reni Robert Cavèlier, Sieur de; Tonty, Henri de; Fort St. Louis, and Starved Rock.—Hist. Encyc. of Ill., Vol. I.*) In all probability Tonty, who made his headquarters at Fort St. Louis—while making extensive excursions throughout the West, including one in 1686 as far south as the mouth of the Arkansas, in search of LaSalle—not unfrequently had occasion to visit the site of the present city of Chicago, especially on his journeys to Mackinac. The confusion as to the identity of the Chicago River (or "Chikagoue," as it is spelled on some of the French maps of that time) still remains unsolved, as there is conclusive evidence that the name was applied to the portage leading from the St. Joseph to the Kankakee, as well as that between the Calumet and the Des Plaines. The frequent mention, by early French explorers, of the Miami Indians about the mouth of the Chicago River, also militates against the theory that the river, best known at that time by that name, was the Chicago River of to-day, as there is abundant evidence that the territory occupied by the Miamis did not extend beyond the southern point of Lake Michigan; whereas, the western shore was occupied by the Mascoutins and the Pottawatomies, with occasionally wandering bands of the Kickapoos and Winnebagos.

CHAPTER III.

CHICAGO.

EARLY FRENCH FORTIFICATIONS—"FORT CHICAGO"
MENTIONED BY TONTY IN 1685—REMAINS OF AN
EARLY FORTIFICATION IN PALOS TOWNSHIP—
INDIAN AND OTHER RELICS FOUND IN THAT
VICINITY—FORT GUARIE ON THE NORTH BRANCH
—FIRST CATHOLIC MISSION AT THE VILLAGE OF
THE KASKASKIAS—MISSIONARIES WHO FOL-
LOWED MARQUETTE AND ALLOUEZ—A JESUIT
MISSION ESTABLISHED AT CHICAGO AS EARLY AS
1699—VISIT OF ST. COSME—MISSIONS BETWEEN
LAKE ONTARIO AND THE MISSISSIPPI.

The earliest evidence of the existence of a French fort in the vicinity of Chicago is contained in the following entry in a report by Tonty of a trip made, in 1685, from Mackinac—whither he had gone to obtain information regarding LaSalle—to his headquarters at Fort St. Louis. The Tonty record says:

"I embarked, therefore, (at Mackinac) for the Illinois, on St. Andrew's Day (Oct. 30th, 1685); but being stopped by the ice, I was obliged to leave my canoe and to proceed by land. After going one hundred and twenty leagues (about 275 miles), I arrived at the fort of Chicago, where M. de la Durantaye commanded, and from thence I came to Fort St. Louis, where I arrived the middle of January (1686)."

There is no definite information as to the locality of this fort or when it was erected. It has been conjectured, however, that it had been established during the previous year, when Durantaye had been called, with a force of sixty Frenchmen from Mackinac, to assist Tonty in resisting an expected attack by the Iroquois upon Fort St. Louis. It would seem reasonable to presume that the necessity for the establishment of this fort, as a way station near Lake Michigan, should have been suggested by this expedition, and have been followed out on Durantaye's return. The belief has been expressed in some quarters that the location of this fort was at the junction of the North and South Branches of the Chicago River, while others have maintained that it was at the

portage between the Calumet and the Des Plaines. Whether relating to the old Fort of Durantaye or some other structure, the following extract from a paper contributed, some twenty years ago, by Dr. V. A. Boyer, of Chicago, to the Chicago Historical Society, will have a deep interest for the student of local history. In this paper Dr. Boyer says:

"I have many times visited, when on hunting excursions, the remains of an old fort located in the town of Palos, Cook County, Ill., at the crossing of the old 'sag' trail, which crossed the Ausagaunashkee swamp, and was the only crossing east of the Des Plaines River prior to the building of the Archer bridge in 1836. The remains of the fort, situated north of 'the sag' and near the crossing, were on the elevated timber land commanding a view of the surrounding country, and, as a military post, would well command and guard the crossing. . . . I have never been able to find any account of this fort in any historical work. I first saw it in 1833, and since then have visited it often in company with other persons. . . . I feel sure it was not built during the Sac War, from its appearance. . . . It seems probable that it was the work of French fur-traders or explorers, as there were trees a century old growing in its environs. It was evidently the work of an enlightened people, skilled in the science of warfare. . . . As a strategic point, it most completely commanded the surrounding country and the crossing of the swamp or 'sag.'"

The location of this ancient structure is described as having been in the western part of Section 15 in the Town of Palos, about five miles east of the "Sag Bridge," and three miles in a southeasterly direction from the Des Plaines. As the Des Plaines River in the latter part of the seventeenth century was known as the "Chicagou," and the neck of land between that river and the streams falling into the Lake as the "Chicago Portage," it would not seem unreasonable to assume that the "Fort of Chicagou," mentioned by Tonty as commanded by Durantaye in 1685, may have been located at the spot described by Dr. Boyer. Capt. A. T. Andreas, in his "History of Early Chicago," referring to Dr. Boyer's paper, says: "It is reported that near that place, and near the point where 'the Sag' enters the Des Plaines,

many relics of Indians and those evidently made by a more civilized people have been found."

As to other early fortifications, there is a tradition that a fort or stockade, erected by an early French trader named Gaurie, stood on the North Branch of the Chicago River in the latter part of the eighteenth century. This man Guarie gave name to this part of the Chicago River—it being popularly known at an early day as Garay (or Guarie) Creek. There were probably other like structures in the vicinity erected for the storage and protection of furs and goods intended for traffic with the Indians.

While the mission founded—or at least projected—by Marquette, and afterwards placed in charge of Father Allouez, at the village of the Kaskaskias, was undoubtedly the first established in Illinois, it is no doubt true that, within the next few years, the Chicago portage became a familiar locality to the missionaries seeking to reach the Illinois and other Indian tribes farther south and west. Among those who followed Marquette and Allouez in this region may be mentioned the names of Gravier, Rasle, Bineteau, Pinet, Limoges, Marest, Bergler, Membre, Douay, Ribourde, St. Cosme, Montigny, Davion and De La Source, representing both the Jesuit organizations and their rivals, the Recollects. There is evidence that there was a Jesuit mission here as early as 1699—possibly a year earlier—as it was definitely mentioned by St. Cosme in connection with a visit he made to this region in the latter year. Although this mission is spoken of as having been located "at Chicagou," yet owing to the confusion in the use of this name, its actual location is still left in doubt. St. Cosme, who has furnished the record of this visit, says that he left Mackinac on September 14th, 1699, in company with De Tonty and three other missionaries, De Montigny, Davion and De La Source—besides De Vincennes, and a number of companions who contemplated a visit to the St. Joseph and the country of the Miamis. On the 7th of October, they arrived at the Indian village of "Melwarik" (Milwaukee), and three days later were at Kipiwakl, now identified as Racine, intending to ascend the Kipiwakl (Root) River to the portage from that stream to the Fox River of Illinois. Finding a lack of water, he says they were "obliged to take the route to Chicagou." Leaving Racine on the 17th, they were delayed by rough weather for several



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days, arriving on the 21st, within half a league of their destination, when, in consequence of a sudden storm, they were compelled to land and walk the remainder of the distance. St. Cosme—whose account is in the form of a letter addressed to the Bishop of Quebec—says of his visit:

"We went by land, M. DeMontigny, Davion and myself, to the house of the Rev. Jesuit Fathers, our people staying with the baggage. We found there Rev. Father Pinet and Rev. Father Bineteau, who had recently come in from the Illinois and were slightly sick. I cannot explain to you, Monseigneur, with what cordiality and marks of esteem these Rev. Jesuit Fathers received and caressed us during the time that we had the consolation of staying with them. The house is built on the banks of the small lake, having the lake on one side and a fine large prairie on the other. The Indian village is of over 150 cabins, and one league on the river there is another village almost as large. They are both of the Miamis. Rev. Father Pinet makes it his ordinary residence except in winter, when the Indians all go hunting, and which he goes and spends at the Illinois."

This was one of thirty-five missions said to be in existence at this period between Frontenac (at the foot of Lake Ontario) and the mouth of the Mississippi; and its location is assumed, in some quarters, to have been on the east side of Mud Lake near the head of the South Branch of the Chicago River. Yet this theory is apparently as doubtful as was the location of Marquette's cabin at the Chicago portage in the winter of 1674-75. The only thing which can be assumed with reasonable certainty is, that the site of the Jesuit mission of 1699 was near the southwestern shore of Lake Michigan on the route usually followed by travelers, at that day, in reaching the Des Plaines from the Lake; and there is nothing inconsistent in the description given by St. Cosme of its location, with the theory that it was on the Calumet or Wolf Lake. An additional reason for this conclusion is the fact that St. Cosme speaks of this mission as located at or near a village of the Miamis, with another village of the same tribe a league distant; whereas, it is claimed by early explorers that the settlements of these Indians did not extend on the west beyond the southern shore of the Lake.

CHAPTER IV.

PERIOD OF PARTIAL ECLIPSE.

REMOVAL OF THE FRENCH MISSION ON THE UPPER ILLINOIS TO KASKASKIA—ENTRANCE TO THE MISSISSIPPI VALLEY CHANGED TO THE GULF COAST—COUNTRY SOUTH OF THE ILLINOIS RIVER BECOMES PART OF LOUISIANA—CHICAGO REGION STILL ATTACHED TO CANADA—VISIT OF CHARLEVOIX—EARLY INDIAN OCCUPANTS—A FRENCH-INDIAN BATTLE ON ILLINOIS SOIL—CHICAGO IN THE EIGHTEENTH CENTURY.

With the removal of the principal French mission from the first Kaskaskia, on the Upper Illinois, to the more modern village of the same name near the mouth of the Kaskaskia River, in 1700, and the establishment at the latter of whatever civil or colonial government existed in the Illinois Country for two-thirds of a century, the region about the mouth of the Chicago River ceased to occupy the prominence it had previously maintained as the gateway from Canada to the Mississippi Valley. This result was hastened by the settlements, within the same period, about the mouth of the Mississippi, and the increased frequency of communication between the French villages about Kaskaskia with the settlements on the Gulf Coast by way of the Mississippi River. Accordingly little note was taken by chroniclers of the time, for nearly a century, of the region about where Chicago now stands. Nevertheless the name Chicago, with its varied orthography, continued to be recognized on the various maps issued during the eighteenth century, including the Senex map (1710), the De Lisle map (1718), the Poples map (1733), the Bowen maps (1752 and 1774), the D'Anville map (1755), the Du Pratz map (1757), the Bowles and Winterbotham maps (1783), and the Carey map (1801). The place also received occasional mention, during this period, from the few traders and travelers who visited this region at long intervals. Father Pinet, whom St. Cosme found at the Chicago mission in 1699, died at his post in 1704, although the mission was maintained for a number of years, possibly as late as 1712, as it is mentioned in a letter

written from Kaskaskia by Father Marest during that year. It was during the year just mentioned that the "Illinois Country," as far north as the Illinois River, was attached by the French Government to Louisiana for governmental purposes, while the lake region was left in nominal connection with Canada. Thus the locality about the head of Lake Michigan, owing to its distance from the center of governmental authority, was left practically without any organized government, and was probably seldom, if ever, visited by any representative of the Canadian Government. The absorption of interest on the part of the French nation in the establishment and development of colonies on the Mississippi, and, at a later date, by the wars with the Iroquois, which threatened French supremacy in all the Northwest, left the region about the head of Lake Michigan in practical eclipse. Fort St. Louis (on Starved Rock) was abandoned as a military post in 1702, and, a few years later, the frequent incursions of the Iroquois from the east and the Foxes from the north, compelled the remnant of the Illinois, who had made their headquarters about the "Rock" for so many years, to join the rest of their tribe on the Mississippi, while the Miamis retired to the southeast, leaving the region about the head of Lake Michigan virtually depopulated of the original occupants of the soil, and even leading to the abandonment of the missionary stations. Charlevoix, the French traveler and historian, who visited the Illinois Country in 1721, says of this period: "The Outagamies (Foxes) infested with their robberies and murders not only the neighborhood of the Bay (Green Bay), but almost all the routes communicating with the remote colonial posts, as well as those leading from Canada to Louisiana."

In September, 1730, the struggle between the French and their Indian allies, on the one side, and the Foxes, on the other, came to a crisis in one of the most bloody battles ever fought on the soil of Illinois, resulting in the defeat of the Foxes. Some are of the opinion that this contest occurred on Fox River, near Plano in Kendall County. Another event of like character was a great battle between the Illinois confederation and their Indian enemies, in 1769, which is said by some authorities to have occurred about where Blue Island now stands. This may have been the beginning or the precursor of the tragedy which had its climax at "Starved

Rock," the same year, when the followers of Pontiac, consisting of several northern tribes, seeking revenge for the murder of their leader, besieged the remnant of different bands of the Illinois on "the Rock" for twelve days, finally capturing that stronghold and virtually exterminating its defenders. Of the outcome of that famous struggle, Moses, in his "History of Illinois," says: "Only one, a half-breed, escaped to tell the tale. Their tragic fate and whitening bones, which were to be seen years afterward upon its summit, gave to this noted location the name of the 'Starved Rock,' which it has ever since borne." (See "Pontiac" and "Starved Rock," *Hist. Encyc. of Ill., Vol. I.*)

There is a tradition that the Spaniards, who made the march across the Illinois Country for the purpose of capturing Fort St. Joseph at the mouth of the St. Joseph's River, in the present State of Indiana, in 1781, encamped on the present site of the city of Chicago, although this would have required a considerable divergence from a straight line towards the point of their destination. Captain Andreas, in his "History of Early Chicago," commenting upon the isolation of Chicago during the eighteenth century, says:

"After the Foxes came the Pottawatomies, who finally almost exterminated the old allies of the French, and the Chicago route, formerly so often traversed by French missionaries and traders on their way to the Illinois and Mississippi, was, as before stated, forsaken, if not forgotten. . . . For nearly half a century the name of Chicago is not mentioned, and there is no record of any visit of a white man to the locality. Du Pratz, an old French writer and a resident of Louisiana from 1718 to 1734, says of the 'Chicagou' and Illinois route in 1757: 'Such as come from Canada, and have business only in Illinois, pass that way yet; but such as want to go directly to the sea, go down the river of the Wabache to the Ohio, and from thence into the Mississippi.' He predicts also that, unless 'some curious person shall go to the north of the Illinois in search of mines,' where they are said to be in great numbers and very rich, that region 'will not soon come to the knowledge of the French.'"

The "mines" referred to were, no doubt, those belonging to what was known as the "Galena Lead Mine Region" in the early part of the last



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century, of the character and richness of which the French had probably received exaggerated reports from the Indians.

CHAPTER V.

STORY OF A LAND DEAL.

FIRST TRANSACTION AFFECTING CHICAGO REAL ESTATE—PRINCIPAL PART OF NORTHERN ILLINOIS BOUGHT FOR FIVE SHILLINGS AND CERTAIN "GOODS AND MERCHANDISE"—CESSION OF LANDS BY THE INDIANS UNDER TREATY OF GREENVILLE—TRACT SIX MILES SQUARE AT MOUTH OF CHICAGO RIVER CEDED TO THE UNITED STATES GOVERNMENT—SITE OF EARLY FRENCH FORT IN DOUBT.

A story of curious interest in connection with the early history of Chicago, relates to the alleged purchase from the Indians, before the Revolutionary War, by one William Murray, of a tract of land embracing a large part of the State of Illinois, including the site of the City of Chicago. According to this story, as told by Murray himself, his negotiations were conducted with the chiefs of the several tribes of the Illinois Indians, in the presence of the British officers and authorities stationed at Kaskaskia, in the summer of 1773. Two tracts appear to have been involved in this transaction, one of them (the northern) being described in the deed, as quoted in Hurlbut's "Antiquities of Chicago," as follows:

"Beginning at a place or point in a direct line opposite to the mouth of the Missouri River; thence up the Mississippi by the several courses thereof to the mouth of the Illinois River about six leagues, be the same more or less; and then up the Illinois River by the several courses thereof, to Chicagou or Garlick Creek, about ninety leagues or thereabouts, be the same more or less; then nearly a northerly (probably westerly) course, in a direct line to a certain place remarkable, being the ground on which an engagement or battle was fought, about forty or fifty years ago, between the Pewaria

(Peoria) and Renard (Fox) Indians, about fifty leagues, be the same more or less; thence by the same course in a direct line to two remarkable hills close together in the middle of a large prairie or plain about fourteen leagues, be the same more or less; thence a north of east course in a direct line to a remarkable spring known by the Indians by the name of Foggy Springs, about fourteen leagues, be the same more or less; thence the same course in a direct line to a great mountain to the northward of the White Buffalo plain, about fifteen leagues, be the same more or less; thence nearly a southwest course in a direct line to the place of beginning about forty leagues, be the same more or less."

Making due allowance for apparent typographical errors in points of compass in this pretended deed, as handed down to us through a period of two and a quarter centuries, in spite of an evident attempt to adhere to the use of specific legal terms then in vogue, it is doubtful if the tract intended to be conveyed could have been satisfactorily traced at that time or any other: certainly such a feat would be impossible at the present day. There may have been a purpose on the part of the purchasers, however, in the lack of definiteness in describing the boundaries, the chief object being to establish a sort of claim to as large a territory as possible. Almost the only points now distinctly understood from the so-called "deed," as given, are the facts that the southern limit of the tract was opposite the mouth of the Missouri, that it extended north along the east bank of the Mississippi and the Illinois, and reached the mouth of the "Garlick Creek," embracing the site of the present city of Chicago. Not the least curious circumstance in connection with this early land transaction, is that the "consideration" for the transfer of this tract is said to have been "the sum of five shillings, to them (the Indians) in hand paid," and certain "goods and merchandise." The items embraced in the "merchandise" part of the "consideration" are described as follows: "260 strouds, 250 blankets, 250 shirts, 150 pairs of strouds and half-thick stockings, 150 stroud breech-cloths, 500 pounds of gunpowder, 4,000 pounds of lead, one gross of knives, 30 pounds of vermilion, 2,000 gun-flints, 200 pounds of brass kettles, 200 pounds of tobacco, three dozen gilt looking-glasses, one gross of gun-worms,

two gross of awls, one gross of fire-steels, 16 dozen of gartering, 10,000 pounds of flour, 500 bushels of Indian corn, 12 horses, 12 horned cattle, 20 bushels of salt and 20 guns"—the receipt whereof was acknowledged, though it is doubtful if the articles ever passed out of the hands of the alleged land purchasers.

Out of this curious transaction appears to have grown the attempt to organize the "Illinois Land Company," composed of Englishmen, but later (in 1780—the Revolutionary War, in the meantime, having been in progress for several years) reorganized as an American company at Philadelphia. This claim was brought before the Continental Congress in 1781, in an attempt to secure its recognition by a proffer to cede the land to the United States on condition that one-fourth of the claim be reconveyed to the company; but it was finally rejected on the ground that private persons, without previous authority obtained from the Government, could not obtain a valid title to lands from the Indians. Attempts were made to revive the claim before Congress in 1792 and 1797, but with the same result as in 1781. (*H. H. Hurlbut's "Chicago Antiquities."*)

The next land transaction involving the title to the site of the present City of Chicago, though not embracing quite so large a territory as that claimed under the Murray purchase, proved of less questionable legality and more permanently effective. This was the result of what is known as the Greenville Treaty, concluded on August 3, 1795, by Gen. Anthony Wayne, with representatives of twelve Indian tribes then occupying most of the Territory Northwest of the Ohio River—being the direct outcome of Gen. Wayne's decisive victory gained over the Indians at the Battle of Maumee Rapids, in August of the previous year. The tribes especially interested in this treaty, as it affected Illinois territory, were the Potawatomies, Miamis, Kickapoos, Piankeshaws and Kaskaskias, the first named being then the principal claimants to land about the southwestern shore of Lake Michigan, including the mouth of the Chicago River. Among the cessions granted by this treaty were sixteen special grants (or reservations), embracing tracts varying in area from two to twelve miles square, each, three of which were within the present limits of the State of Illinois. One of these related to a tract six miles square at the mouth of the Chicago River; another to a tract twelve

miles square at or near the mouth of the Illinois, and the third to a plat six miles square embracing the fort and village at the lower end of Peoria Lake, then called Illinois Lake. The terms of the grant, as it applied to the tract about the mouth of the Chicago River, were as follows: "One piece of land six miles square, at the mouth of the Chicago River, emptying into the southwest end of Lake Michigan, where a fort formerly stood." The fort here referred to is generally assumed to have been that mentioned in the earlier part of this history as being under the command of Colonel Durantaye between 1685 and 1700, and there was probably as much doubt at the date of the Greenville Treaty about its actual location as at the present day. For reasons of policy, perhaps, rather than regard for the actual truth of history, the region about the mouth of what is now known as the Chicago River, appears to have been settled upon as the location of this reservation, and this was accepted by the Indians, and here the erection of old Fort Dearborn by Capt. William Whistler was begun in 1803.

In reference to the early French fort, supposed to be the one alluded to in the Treaty of Greenville, Andreas' "History of Early Chicago" says:

"What this fort was, or by whom erected, is now chiefly matter of conjecture. In 1718, James Logan, an agent of Governor Keith, of Pennsylvania, was sent to explore some of the routes to the Mississippi. Among others he reports as to the route by way of the River Chicagou as follows:

"From Lake Huron they pass by the Strait of Michillimackina four leagues, being two in breadth and of a great depth, to the Lake Illinois; thence 150 leagues to Fort Miamis, situated at the mouth of the River Chicagou. This fort is not regularly garrisoned."

"About this time, or shortly after, the fort was probably entirely abandoned. At all events, at the time of the Treaty of Greenville, the oldest Indians then living had no recollection of a fort ever having been at that place."

The doubtfulness as to the exact location of the fort mentioned by James Logan, in the above quotation from his report, is all the greater in view of the fact that the "Fort of the Miamis" was the name given to the first fort



W. S. & Co. Lith. Chicago

Arthur Dixon

erected by LaSalle, in the winter of 1679-80, at the mouth of the St. Joseph River which, for a time, bore the name of the "Chicagou." While this could scarcely have been the fort alluded to by Logan in 1718, it is barely possible that the name of LaSalle's fort may have been transferred to that occupied by Durantaye in 1685, and which there is reason to believe was maintained until after 1700.

CHAPTER VI.

SETTLEMENT OF CHICAGO.

CHICAGO'S FIRST PERMANENT SETTLER A SAN DOMINGO NEGRO—COLONEL DE PEYSTER'S DESCRIPTION OF JEAN BAPTISTE POINTE DE SAIBLE—CHICAGO THEN KNOWN AS "ESCHIKAGOU"—LE MAI, A FRENCH TRADER, SUCCEEDS POINTE DE SAIBLE—OTHER EARLY SETTLERS—ANTOINE OUILMETTE COMES IN 1790—CHICAGO PREVIOUS TO THE BUILDING OF FORT DEARBORN.

Even at an earlier date than the Treaty of Greenville, what has come to be accepted as the first permanent settlement had been made on the site of the present city of Chicago. The name connected with this important event is that of Jean Baptiste Pointe de Saible (or, as written by some, AuSable), and his history gives to the circumstance an air of romance. The earliest mention made of him in history is found in a volume of "Miscellanies" written by Col. Arent Schuyler DePeyster, a British officer, who had been assigned to the command of the British post at Mackinac in 1774, where he remained several years. In his "Miscellanies," under date of July 4, 1779, appears the following entry: "Baptiste Pointe de Saible, a handsome negro, well settled at Eschikagou, but much in the French interest." Elsewhere in the same volume Colonel DePeyster writes: "Eschikagou is a river and fort at the head of Lake Michigan." There is evidence that the river here referred to was the Chicago River of to-day, and it would seem that there was a fort of some sort here at that time, though its character and exact location are left in doubt. From other sources of information it would

appear that Pointe de Saible was a native of San Domingo who had come to this country before or during the early years of the Revolutionary War, and, after spending some time with a friend and fellow-countryman named Glamorgan, who was a trader among the Peoria Indians about Lake Peoria, had come to the locality of Chicago probably as early as 1778. It has also been assumed in some quarters that he had been a slave. However this may have been, his color has suggested the facetious paradox that "the first white settler of Chicago was a negro." Another interesting circumstance developed by Colonel DePeyster's reminiscence is the fact that, among the score or more of different spellings given to the name of Chicago in the hundred years following the visits of Marquette and LaSalle, was that of "Eschikagou."

The story of Pointe de Saible's presence here at this early day is corroborated by the statement of Augustin Grignon, obtained in the form of an interview in 1857, and published in the third volume of the "Wisconsin Historical Society's Collections." Grignon belonged to a pioneer family of Wisconsin, being the grandson of Sieur Charles de Langlade, who is credited with having been the first permanent white settler in Wisconsin, where he located about 1735 after having served in the French-Indian War. At the time of making this statement, Mr. Grignon was a resident of Butte des Morts, near Oshkosh, Wis. He says:

"At a very early period there was a negro lived there (at Chicago) named Baptiste Pointe de Saible. My brother Perish Grignon visited Chicago about 1794, and told me that Pointe de Saible was a large man; that he had a commission for some office, but for what particular office, or from what government, I cannot now recollect. He was a trader, pretty wealthy and drank freely. I know not what became of him."

All that is known of Pointe de Saible's later history is, that about 1796 he sold or abandoned his cabin—which was probably also his headquarters for trade with the Pottawatomies—when it fell into the hands of a French trader named LeMai, Pointe de Saible rejoining his old friend and comrade Glamorgan, at Peoria, and dying there soon after. There is a tradition that, while about Chicago, he sought to place himself at the head of the Potta-

watomies as their chief, but in this was doomed to disappointment. His house, which seems to have been a better building than the ordinary cabins of that day, is said to have been constructed of "squared logs," and located on the north side of the Chicago River about the present junction of Kinzie and Pine streets. This cabin had an important history. After being occupied as a home and trading house some eight years, it was sold by LeMai, in 1804, to John Kinzie, who came to this locality soon after the erection of Fort Dearborn, and became the first permanent settler of the metropolis of the Northwest. (See *Pointe de Saible—Hist. Encyc. of Ill., Vol. I.*)

Besides LeMai, who succeeded Pointe de Saible, there appear to have been settled about the mouth of the Chicago River, during the closing years of the eighteenth century, several other white men, most, if not all, of whom were Indian traders with Indian wives and half-breed families. One of these was a French trader named Guarie, whose location was on the west side of the North Branch near its junction with the South Branch, and from whom the former received the name of Guarie (or Garay) Creek, by which it was known about that time. The date of Guarie's arrival and the length of his stay here are unknown. Another early resident was Antoine Ouilmette, also a trader, who, according to his own statement, came here in 1790, was here at the date of the Fort Dearborn massacre of 1812 and as late as 1825. In 1839 he was living at Racine, Wis. The suburb known as Wilmette, just north of Evanston, with an Anglicized spelling, was named in his honor. There was also another Frenchman named Pettell here at this time, but of whom little is known. These substantially included all who were located about the mouth of the Chicago River at the time the erection of the first Fort Dearborn was begun in 1803, although, no doubt, traders, trappers and explorers were accustomed to make brief sojourns here during that period. The Hon. John Wentworth, who came to Chicago in 1836 when the history of that era was still fresh in the memories of the older settlers, in an address delivered on occasion of the unveiling of a tablet to mark the site of the old Fort Dearborn, said of the condition existing at Chicago at the time work on the fort was begun: "There were then here but four rude huts, or traders' cabins, occupied by white men, Canadian French with

Indian wives." These were doubtless the men whose names have already been quoted.

During this early period one William Burnett seems to have been conducting an extensive business among the Indians between Detroit and Mackinac. His headquarters appear to have been at St. Joseph, Michigan, from 1786 to 1803, although he is believed to have located in Michigan as early as 1769. Like most of the Indian traders of his time he had an Indian wife—the sister of a prominent Pottawatomie chief—and reared a half-breed family. For a part of the time, probably as early as 1798, he is reputed to have had a storage or trading house at Chicago, though earlier conducting his business at St. Joseph, which was a more prominent trading post than Chicago. After the Fort Dearborn massacre in 1812, Captain Heald (who had been commander of the fort), together with his wife, found a temporary refuge at the home of Mr. Burnett before giving himself up to the British commandant at Mackinac.

CHAPTER VII.

STORY OF FORT DEARBORN.

BUILDING OF THE FIRST FORT BEGUN BY CAPTAIN WHISTLER IN 1803—LOCATION AND DESCRIPTION OF THE ORIGINAL FORTRESS—ARRIVAL OF THE KINZIE FAMILY—OTHER NEWCOMERS—THE KINZIES OCCUPY THE LEMAI CABIN—DR. ALEXANDER WOLCOTT AND GEN. DAVID HUNTER—CHARLES JOUETT, INDIAN AGENT AND "CHICAGO'S FIRST LAWYER"—MRS. J. H. KINZIE'S "WAUBUN"—A PRECURSOR OF DISASTER—THE HARDESCRABBLE MASSACRE.

Mention has already been made of the reservation of a tract of land six miles square, at the mouth of the Chicago River, in accordance with the terms of the Treaty of Greenville, in 1795. Although this indicated the purpose of the Government to establish some sort of a military post here, and this seems to have been under consideration as early as 1798, it was not until 1803 that actual steps were taken in that direction. In the summer of the latter year Capt. John Whistler, of the regular army, was



Engraved by Wm. H. Woodbury, N.Y.

John F. Eberhart

Wm. H. Woodbury, N.Y.

ordered to proceed with his company from Detroit to the mouth of the Chicago River and erect a fortification there. Captain Whistler, accompanied by his family, including his son, Lieut. William Whistler, of the same company, and the young wife of the latter (aged seventeen years), bringing with him supplies for the new garrison, made the trip from Detroit on board the United States schooner "Tracy" to the mouth of the St. Joseph's River, and thence by row-boat to Chicago. The date of his arrival at the latter place has been given as July 4, 1803. The remainder of the company came overland under command of Lieut. James S. Swearingen. The arrival of the troops, with that of the schooner which soon after followed from St. Joseph, was an event of deep interest to the numerous bands of Indians either gathered about the two or three trading houses then located here, or attracted by the novel scenes they had come to witness. Captain Whistler at once began the construction of the fort or stockade which was necessary for the housing and protection of his troops—the soldiers, in the absence of teams of any sort, dragging the needed timbers from the woods in the immediate vicinity. According to the statement of the younger Mrs. Whistler, who was a visitor in Chicago in 1875, there were here at that time only "four rude huts, or traders' cabins, occupied by white men, Canadian French with Indian wives." (The names of the occupants of these huts have already been given under the head of "Early Settlers.") The structure stood on the south side of the Chicago River, about the foot of Michigan Avenue opposite the south end of the Rush Street bridge, and a short distance west of where the river then made a bend to the southward before entering the lake where the foot of Madison Street now is.

Although its construction was begun in 1803, the fort was not completed until the following year. As originally constructed it consisted of two block-houses located at opposite angles (northwestern and southeastern) of a strong wooden stockade, with the commandant's headquarters on the east side of the quadrangle, soldiers' barracks on the west, and magazine, contractor's (or sutler's) store and general store-house on the north—the whole built of logs, and all, except the block-houses which commanded the outside of the stockade, being entirely within the enclosure. There were two

main entrances—one on the south or land side, and the other on the north or water side, where a sunken road led down to the river, giving access to the water without exposure to a besieging force from without. The armament consisted of three pieces of light artillery, besides the small arms in the hands of the soldiers constituting the garrison. Captain Whistler remained in command of the garrison until the early part of 1811, when he was succeeded by Capt. Nathan Heald. There has been some discussion regarding the name which the post first received, yet there seems to be no doubt that it was first named Fort Dearborn, in honor of Gen. Henry Dearborn, who was Secretary of War at the time it was constructed; and this was the name by which it was known at the time of the massacre and its destruction by the Indians in 1812—an event which will be the subject of comment later on in this narrative. (See *Whistler, John*, and *Fort Dearborn—Hist. Encyc. of Ill., Vol. I.*)

The most important event in local history about Chicago, following the establishment of the garrison at Fort Dearborn, was the arrival here, in the early spring of 1804, of John Kinzie, who had previously been engaged in trade with the Indians at Detroit and, later on, about St. Joseph, Mich. Mr. Kinzie had learned the trade of a silver-smith in his youth at Quebec, and had made himself useful to the Indians in repairing their guns and trinkets, besides becoming widely known as a popular trader. He was known among the Indians by the name of "Shaw-nee-aw-kee" (The "Silver-man") which, at a later date, descended to his son, Col. John H. Kinzie, who, in the early '30s, was Sub-Agent for the Winnebago Indians, with headquarters at Fort Winnebago, Wis. (See *Kinzie, John*, and *Kinzie, John Harris—Hist. Encyc. of Ill., Vol. I.*) The elder Kinzie brought with him his family consisting of his wife and the son just named, the latter an infant less than one year old. The maiden name of Mrs. Kinzie was Eleanor Lytle, but at the date of her marriage to Kinzie (about 1800) she was the widow of a British officer named McKillip, who had been killed by accident at Fort Defiance, in the present State of Ohio, in 1794. On his removal to Fort Dearborn, Mr. Kinzie purchased from the French trader, Le Mai, the cabin originally occupied by Pointe de Saible, located on the north shore of the Chicago River opposite the fort. Here he followed

his vocation as a silversmith, sutler for Fort Dearborn and trader among the Indians, in after years becoming an agent of the American Fur Company, organized in the early part of the last century by John Jacob Astor. A member of Mr. Kinzie's own family has been quoted as authority for the statement that he had the position of sutler when he came to Fort Dearborn, which is highly probable, as he appears to have been an intimate friend of Captain Whistler, and at a later date, had a son of the latter as a partner in business.

The Pointe de Saible and LeMai cabin, having been improved and enlarged, became widely known throughout the Northwest as "The Kinzie Mansion," and many men of national reputation were entertained there during the first quarter of the century. The fact that Mr. Kinzie continued to be a resident of the vicinity for the remainder of his life—except for a few years following the Fort Dearborn massacre—and reared here a family who were prominently identified with Chicago history after the place became a city, won for him the title of the first permanent white settler of Chicago. Besides the elder son, John H. Kinzie, already named, who was born at Sandwich, Canada, in 1803, his descendants included Ellen Marion Kinzie, born in December, 1805—afterwards became the wife of Dr. Alexander Wolcott, for many years Indian Agent at Chicago; Maria Indiana Kinzie, born in 1807—became the wife of Gen. David Hunter, a distinguished soldier of the Civil War; and Robert Allen Kinzie, born at Fort Dearborn in 1810. Mrs. Juliette A. (Magill) Kinzie, the gifted author of early reminiscences of Chicago and the Northwest under the title of "Waubun," was the wife of Col. John H. Kinzie, to whom she was married at Middletown, Conn., in 1830, going immediately to Fort Winnebago, Wis., where, as already stated, he had charge of the Indian Agency.

In the eight years following the erection of Fort Dearborn there were few changes of which any record has been preserved, although there is reason to suppose that there were the usual excitements incident to life about a frontier military station, varied only by communication, at long intervals, with the older settlements, and not infrequent visits from noisy bands of Indians who came to trade, but remained to carry on their drunken revels. Doubtless there were few arrivals of white

men during this period, except of those employed in some official capacity, or of traders seeking to extend their traffic with the Indians. Among the former class was Charles Jouett, who had been educated as a lawyer in Virginia, but came to Detroit in 1802 to serve as Indian Agent by appointment of President Jefferson, and, three years later (1805), was transferred in the same capacity, to Fort Dearborn, remaining until 1811, when he resigned. The year previous to the rebuilding of Fort Dearborn in 1816, Mr. Jouett resumed his old position as Indian Agent at Chicago, but about 1820 again resigned and, for a time, was Judge of the United States Court for the Territory of Arkansas. In consequence of his training as a lawyer he has been accredited the honor of being "Chicago's first lawyer," though it is doubtful if, apart from his official duties as Indian Agent, his legal qualifications were ever called into requisition. Mr. Jouett took a prominent part in negotiating several important treaties with the Indians during his connection with the agency at Detroit and that at Chicago. The first Agency Building—or "United States Factory," as it was also called—occupied by Mr. Jouett, is said to have stood west of the fort and just outside of the palisade. It is believed to have been erected about 1810, and is described by Mrs. Kinzie in "Waubun" as "an old-fashioned log-building, with a hall running through the center, and one large room on each side. Piazzas extended the whole length of the building in front and rear."

On Mr. Jouett's return to Chicago in 1815 he occupied quarters on the north side of the river about where the freight depot of the Chicago & Northwestern Railroad now stands. His house is believed to have been in existence before the massacre. At a later date another building for the Agency was erected in the immediate vicinity of the latter, and this became somewhat famous under the name of "Cobweb Castle," but was never occupied by Mr. Jouett. (See *Jouett, Charles.—Hist. Encyc. of Ill., Vol. I.*)

During this period (i. e., between 1804 and 1812) two other settlers are known to have been located in the vicinity of Fort Dearborn. One of these was John Burns, who occupied a cabin on the north side west of the Ouilmette home, and was living there with his family a few months before the massacre. The Burns house is conjectured to have been the one occupied by



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Mr. Jouett as an Agency building on the re-establishment of the Agency here in 1815. The other new settler was one Charles Lee, who is believed to have come soon after the establishment of Fort Dearborn, and erected a cabin on the lake shore near the fort, where he resided with his family. Lee had begun to open a farm on the South Branch, some four miles from its mouth, about where Bridgeport stood at a later day, but now within the limits of the city of Chicago. This farm, at an early day, bore the name of "Lee's place," and later was known as "Hardscrabble."

It was at this place during the spring of 1812 that occurred an event which proved a precursor of the disaster which was to follow, a few months later, at Fort Dearborn. What has been generally accepted as a substantially accurate history of this affair has been given by Mrs. Kinzie, in her story entitled "Waubun." On the date of this event there happened to be at Lee's place three men and a boy—one of the former being Liberty White, the manager, and the latter the son of Mr. Lee. Mrs. Kinzie's story runs as follows:

"In the afternoon (April 6, 1812), a party of ten or twelve Indians, dressed and painted, arrived at the Lee house, and, according to their custom, entered and seated themselves without ceremony. Something in their appearance and manner excited the suspicions of one of the family, a Frenchman (named Debou), who remarked: 'I don't like the looks of these Indians—they are none of our folks. . . . They are not Pottawatomies.' Another of the family, a discharged soldier, said to the boy: 'If this is the case, we had better get away if we can. Say nothing, but do as you see me do.'

"As the afternoon was far advanced, the soldier walked leisurely towards the canoes tied near the bank. The Indians asked where he was going. He pointed to the cattle which were standing among the haystacks on the opposite bank, and made signs that they must go and fodder them, and then they would return and get their supper. He got into one canoe and the boy into the other. . . . When they gained the opposite side they pulled some hay for the cattle . . . and when they had gradually made a circuit so that their movements were concealed by the haystacks, they took to the woods and made

for the fort. They had run a quarter of a mile when they heard the discharge of two guns successively. . . . They stopped not nor stayed until they arrived opposite Burns' place (about the State Street bridge), where they called across to warn the family of the danger, and then hastened on to the fort. . . .

"A party of soldiers, consisting of a corporal and six men, had, that afternoon, obtained leave to go up the river to fish. They had not returned when the fugitives from Lee's place arrived at the fort. . . . The commanding officer ordered a cannon to be fired to warn them of their danger. Hearing the signal, they took the hint, put out their torches and dropped down the river toward the garrison as silently as possible. . . . When the fishing party reached Lee's place it was proposed to stop and warn the inmates. . . . All was still as death around the house. They groped their way along and, as the corporal jumped over the small enclosure, he placed his hand on the dead body of a man. By the sense of touch he soon ascertained that the head was without a scalp and was otherwise mutilated. The faithful dog of the murdered man stood guarding the remains of his master. They retreated to their canoes and reached the fort unmolested about eleven o'clock at night. The next morning a party of citizens and soldiers volunteered to go to Lee's place. . . . The body of Mr. White was found pierced by two balls and with eleven stabs in the breast. The Frenchman lay dead with his dog still beside him. Their bodies were brought to the fort and buried in its immediate vicinity.

"It was subsequently ascertained from traders out in the Indian country, that the perpetrators of this bloody deed were a party of Winnebagoes who had come into this neighborhood to 'take some white scalps.' Their plan had been to proceed down the river from Lee's place and kill every white man without the walls of the fort. Hearing, however, the report of the cannon, and not knowing what it portended, they thought it best to remain satisfied with this one exploit, and forthwith retreated to their homes on Rock River."

This affair produced general alarm among the inhabitants outside of the fort, consisting

chiefly of a few discharged soldiers and a few traders with their half-breed families, who now entrenched themselves in the Agency House near the fort. No immediate attack was made, and, with the exception of the appearance of skulking parties of Indians in the vicinity, for the purpose of picking off straggling soldiers or stealing horses, no hostile demonstration against the fort occurred for over three months.

CHAPTER VIII.

FORT DEARBORN MASSACRE.

BEGINNING OF WAR OF 1812—GENERAL HULL ORDERS EVACUATION OF FORT DEARBORN—STATEMENT OF CAPTAIN HEALD—A STORY OF INDIAN TREACHERY—LOCATION OF THE GREAT TRAGEDY—INCIDENTS OF THE BLOODY AFFAIR AS RELATED IN MRS. KINZIE'S "WAUBUN"—MAGNANIMOUS CONDUCT OF CHIEF BLACK PARTRIDGE—THE STORY OF MRS. HELM—VALOR OF CAPT. WILLIAM WELLS AND HIS TRAGIC FATE.

Before the close of the summer of 1812 occurred the most bloody tragedy in the history of Illinois, which, only three years preceding, had been organized under a Territorial Government, although Chicago, as a city, was not yet in existence even in embryo. War between England and the United States had been declared on June 18th of this year and, on July 16th, Fort Mackinac surrendered to the British. The situation was calculated to arouse the animosity of the Indians, who had already manifested their friendship for the British, and were watching their opportunity to give vent to their hatred against the Americans. The account of what followed is drawn from the statement of Capt. Nathan Heald, the commandant at Fort Dearborn, and the story of the massacre as told by Mrs. Juliette A. Kinzie in "Waubun":

On June 9, 1812, a friendly Pottawatomie Chief, named Winnemeg, arrived at Fort Dearborn bringing dispatches from General Hull, then of Detroit, but in command of the Northwest, instructing Captain Heald, the commandant at Fort Dearborn, in consideration of the

fall of Mackinac, to evacuate the fort and proceed with his command by land to Detroit. According to a statement of Captain Heald, published a few months later, the order for evacuation was positive, only leaving it to his discretion to dispose of the public property as he saw proper. Other authorities, including a letter from General Hull of an earlier date than his order to Heald, imply that the latter was authorized to exercise his own judgment in reference to the matter of evacuation. Captain Heald's statement continues:

"The neighboring Indians got the information as early as I did, and came in from all quarters in order to receive the goods in the factory store, which they understood were to be given them. On the 13th, Captain Wells, of Fort Wayne, arrived with about thirty Miamis, for the purpose of escorting us in by the request of General Hull. On the 14th I delivered the Indians all the goods in the factory store, and a considerable quantity of provisions which we could not take away with us; the surplus and ammunition I thought proper to destroy, fearing they would make bad use of it if put in their possession. I also destroyed all the liquor on hand soon after they began to collect. The collection was unusually large for that place, but they conducted with the strictest propriety till after I left the fort. On the 15th, at nine in the morning we commenced our march; a part of the Miamis were detached in front and the remainder in our rear as guards, under the direction of Captain Wells. The situation of the country rendered it necessary for us to take to the beach, with the lake on our left and a high sand-bank on our right had about 100 yards distant.

"We had proceeded about a mile and a half, when it was discovered that the Indians were prepared to attack us from behind the bank. I immediately marched up with the company to the top of the bank, when the action commenced; after firing one round we charged, and the Indians gave way in front and joined those on our flanks. In about fifteen minutes they got possession of all our horses, provisions and baggage of every description; and, finding the Miamis did not assist us, I drew off the few men I had left and took possession of a small elevation in the open prairie, out of shot of the bank or any other



H. J. Williamson

cover. The Indians did not follow me but assembled in a body, on the top of the bank and, after some consultation among themselves, made signs for me to approach them. I advanced toward them alone, and was met by one of the Pottawatomie chiefs, called the "Black Bird," with an interpreter. After shaking hands, he requested me to surrender, promising to spare the lives of all the prisoners. On a few moments' consideration, I concluded it would be most prudent to comply, although I did not put entire confidence in his promise. After delivering up our arms, we were taken to their encampment near the fort and distributed among the different tribes. The next morning they set fire to the fort and left the place, taking the prisoners with them. Their number of warriors was between four and five hundred, mostly of the Pottawatomie nation, and their loss, from the best information I could get, was about fifteen. Our strength was 54 regulars and 12 militia, out of which 26 regulars and all the militia were killed in the action, with two women and twelve children. Ensign George Roman and Dr. Isaac V. Van Voorhis of my company, with Captain Wells, of Fort Wayne, are, to my great sorrow, numbered among the dead. Lieut. Lina T. Helm, with 25 non-commissioned officers and privates and eleven women and children, were prisoners when we were captured. Mrs. Heald and myself were taken to the mouth of the river St. Joseph, and, being both badly wounded, were permitted to reside with Mr. Burnett, an Indian trader. In a few days after our arrival there, the Indians all went off to take Fort Wayne, and in their absence I engaged a Frenchman to take us to Mackinac by water, where I gave myself up as a prisoner of war, with one of my sergeants.*

*The exact location where the battle and massacre of the 15th of August, 1812, occurred has been matter of interesting speculation, although, from contemporary descriptions of the event and the reminiscences of citizens who arrived at Chicago a few years later, it has been possible to locate the site with reasonable accuracy. While the operations of the troops from the fort and the attacking force of Indians must have covered considerable ground, the best informed authorities seem to have settled upon the space near the lake shore between Eighteenth and Twenty-first streets as the probable scene of the fight. An elm tree which, until a few years ago, stood on the premises of the late George M. Pullman, near the foot of Eighteenth street, has been accepted as the historical point; and here Mr. Pullman erected, in 1893, a monument in commemoration of the event.

Other statements—including that of Mrs. Kinzie, who undoubtedly obtained her account indirectly from the elder Mr. Kinzie through the widow and other members of the family of the latter—differ materially from that made by Captain Heald. According to the history of the affair as told by Mrs. Kinzie, Winnemeg, the Pottawatomie Chief who had brought the order from General Hull to Captain Heald, when informed of its purport, strongly advised against evacuation; but, in case this step should be decided upon, urged that it be taken without delay. Mr. Kinzie who, from long residence among the Indians, was well acquainted with their temper and character, seems to have been in thorough accord with Winnemeg's opinion. It is also claimed that the subordinate officers strongly protested against Captain Heald's proposed line of action, while the Indians themselves had begun to manifest an unruly and dangerous spirit even before the work of evacuation began.

An incident indicating the condition of affairs existing among the Indians, as well as illustrating the honorable character of at least one of their number, is related by Mrs. Kinzie in the volume ("Wau-bun") already referred to in this history. Mrs. Kinzie relates this incident as follows:

"Among the chiefs were several who, although they shared the general hostile feeling of their tribe toward the Americans, yet retained a personal regard for the troops at this post, and for the few white citizens of the place. These chiefs exerted their utmost influence to allay the revengeful feelings of the young men, and to avert their sanguinary designs, but without effect. On the evening succeeding the council Black Partridge, a conspicuous chief, entered the quarters of the commanding officer (Captain Heald). 'Father,' said he, 'I come to deliver up to you the medal I wear. It was given to me by the Americans, and I have long worn it in token of our mutual friendship. But our young men are resolved to imbrue their hands in the blood of the whites. I cannot restrain them, and I will not wear a token of peace while I am compelled to act as an enemy.'"

While this can only be supposed to indicate the substance of Black Partridge's speech, it furnishes proof that Captain Heald had abundant evidence, in advance, of the hostile feel-

ing in existence among the savages. Black Partridge had long been a friend of the whites, and the medal which he then proposed to surrender is said to have been given him by General Wayne at the time of the Treaty of Greenville, in 1795. Before the conclusion of the tragedy at Fort Dearborn this high-minded Indian had an opportunity, in another way, to prove his magnanimity to one of the helpless victims. This incident, as related by the victim herself—Mrs. Helm, the wife of Lieutenant Helm, an officer of the garrison—is quoted by Mrs. Kinzie. While the fight was going on near the lake shore, a young Indian attacked Mrs. Helm, aiming to strike her on the head with his tomahawk. By springing aside she had partially avoided the blow which fell upon her shoulder, inflicting there a painful wound. What followed is thus described by Mrs. Helm:

"I seized him around the neck and, while exerting my utmost efforts to get possession of his scalping-knife, which hung in a scabbard over his breast, I was dragged from his grasp by another and older Indian. The latter bore me struggling and resisting towards the lake. I was immediately plunged into the water and held there with a forcible hand, notwithstanding my resistance. I soon perceived that the object of my captor was not to drown me, for he held me firmly in such a position as to place my head above water. This reassured me, and regarding him attentively I soon recognized, in spite of the paint with which he was disguised, The Black Partridge."

While the troops generally gave evidence of the most splendid courage in their efforts to resist the assaults of the infuriated savages and protect the helpless women and children, there were numerous instances, on the part of their assailants, of those inhuman atrocities customary in savage warfare. One of the most revolting of these was the deliberate murder of all the children—twelve in number—of the white families, who had been placed in a baggage wagon for convenience of transportation with the troops, while many of the wounded prisoners shared the same fate. The feeling of horror produced by the recital of these atro-

cities is relieved somewhat by individual instances of humane treatment on the part of some of the Indians. Following out the story of Mrs. Helm: After the battle she was taken back to the vicinity of the fort by her preserver, Black Partridge, and, after having been protected, for a time, by the wife of a friendly chief, was placed in charge of a French trader named Ouilmette, with a half-breed family, and either kept concealed or disguised as a French woman until it was safe to surrender her to her step-father, Mr. John Kinzie.

The case of Capt. William Wells, who had arrived from Fort Wayne, two days before the evacuation, with a party of Miami, to act as an escort for the force from Fort Dearborn, was one of deep interest. Wells, who was the uncle of Mrs. Heald, belonged to a white family of Kentucky, but having been captured by Indians at the age of twelve years, had grown up among them and adopted their mode of life. While a captive he had been adopted by the celebrated Miami Chief, Little Turtle, whose daughter he married. He took part on the side of the Indians in the war of 1790 and was present at the defeat of Colonel Harmer the same year, and that of Governor St. Clair in 1801, but later joined the whites and fought under General Wayne at Maumee Rapids. Having settled near Fort Wayne, he began to open a farm, was appointed a Justice of the Peace by Gov. William Henry Harrison, and, at the time of the evacuation of Fort Dearborn, was serving as Indian Agent. Anticipating trouble from the start, it is said that he took his place, in Indian garb and with blackened face, in command of the rear guard, and was one of the first to discover the hostile intentions of the treacherous savages. He made a most gallant resistance, but having his horse shot under him, was soon overpowered and fell fighting desperately. According to one report his head was cut off and borne upon a pole back to the fort, while his heart was cut out and eaten by the fiendish savages. Mrs. Helm and a son of Captain Heald have been quoted as authority for the statement that, before receiving his death-wound, this heroic man had succeeded in killing eight Indians.



Stephen V. Sals

CHAPTER IX.

AFTER THE MASSACRE.

THE KINZIE FAMILY IN PERIL—APPEARANCE OF "SAUGANASH" ON THE SCENE—FORT DEARBORN BURNED—THE KINZIES TAKE REFUGE AT ST. JOSEPH—LIEUTENANT HELM RELEASED THROUGH THE INFLUENCE OF BLACK PARTRIDGE—SOME PROMINENT ACTORS—SKETCHES OF THE NOTED HALF-BREEDS, ALEXANDER ROBINSON AND BILLY CALDWELL ("SAUGANASH")—BLACK PARTRIDGE AGAIN PROVES HIS HUMANITY—UNGRATEFUL TREATMENT OF THIS NOBLE "MAN OF THE WOODS."

Mr. Kinzie, although not directly connected with the fort except as sutler and an occasional interpreter, and regarded as a lifelong friend by the Indians, determined to leave with the troops. A part of his family had taken passage on board a bateau, with which it was intended to keep along the lake shore near the moving column. The boat had reached the mouth of the river (then about where Madison Street now approaches the lake), when a friendly Indian brought intelligence of the tragedy that had just been enacted. Having been halted here, the family were guarded by friendly Indians until able to return with safety to their home opposite the fort.

While the boat lay at the mouth of the river, Mrs. Kinzie's attention was directed to Mrs. Heald who, although badly wounded, was still on horseback, but a captive in the hands of an Indian who was preparing to scalp her. Through Mrs. Kinzie's appeal to Chandonai, a friendly half-breed and chief of the Pottawatomies, Mrs. Heald, by the offer of a liberal reward, was rescued from her captor and finally taken to the Kinzie home, where a bullet was extracted from one of her most dangerous wounds by Mr. Kinzie with a pen-knife.

Although once more in their home, the condition of the Kinzie family was one of great peril and anxiety. The house was constantly exposed to invasion by hostile savages who watched the inmates with suspicion, while a few, like Black Partridge, sought to shield them from danger. At a time when even the

faithful Black Partridge had lost hope, the unexpected appearance on the scene of another "friendly" had the effect to avert disaster. This part of the story, as graphically told by Mrs. J. H. Kinzie in her "Waubun," is as follows:

"At this moment a friendly war-whoop was heard from a party of new-comers on the opposite bank of the river. Black Partridge sprang to meet their leader. 'Who are you?' 'A man. Who are you?' 'A man like yourself; but tell me who you are.' 'I am the Sauganash.' (Englishman.) 'Then make all haste to the house. Your friend is in danger; you alone can save him.' Billy Caldwell—for it was he—entered with a calm step and without a trace of agitation. He deliberately took off his accoutrements and placed them with his rifle behind the door, then saluted the hostile savages.

"'How now, my friends! A good day to you. I was told there were enemies here; but I am glad to find only friends. Why have you blackened your faces? Is it that you are mourning for the friends you lost in battle? Or is it that you are fasting? If so, ask our friend here and he will give you to eat. He is the Indians' friend, and never refused them what they had need of.'

"Thus taken by surprise, the savages were ashamed to acknowledge their bloody purpose. They therefore said modestly that they had come to beg of their friends some white cotton to wrap their dead. This was given them with some presents and they took their departure."

"Billy Caldwell"—or "The Sauganash" (Englishman), as he was known among the Indians—was the half-breed son of a Pottawatomie woman and an Irish officer in the British army, was educated in a Jesuit school and fought on the side of the British in the war of 1812, being an aid of Tecumseh's at the Battle of the Thames in 1813. His interference for the protection of the Kinzie family in 1812, seems to have been prompted purely by his personal friendship for Mr. Kinzie.

The day after the massacre, Fort Dearborn and the Agency building having previously been looted, were burned by the Indians. Three days later, the Kinzie family, having been joined in the meantime by Mrs. Helm in company with a few other refugees, were on the way to St. Joseph, where they found a tempo-

rary refuge with Alexander Robinson, a half-breed Pottawatomie chief, but soon after were removed as prisoners to Detroit, which had been surrendered by General Hull to the British the day after the evacuation of Fort Dearborn. Lieutenant Helm, after being wounded on the day of the massacre, had been carried as a prisoner to a village on the Kankakee. Here he was discovered two months later, by Black Partridge, who, having been authorized by Col. Thomas Forsyth, a half-brother of Mr. Kinzie, and then Indian Agent at Peoria, to negotiate for his ransom, succeeded in doing so, but not until he had added his pony, his rifle and a large gold ring which he wore in his nose, to the ransom money. The Lieutenant was then permitted to join his wife at Detroit and finally, after having been subjected to considerable hardship as prisoners under the notorious and inhuman British Colonel Proctor, they were exchanged.

A brief reference to some of the actors in this drama, who were afterwards prominent in Chicago history, will be of interest. Alexander Robinson, the half-breed Pottawatomie chief (Indian name Chee-chu-pin-quay) is said by the late Mr. Draper, Secretary of the Wisconsin State Historical Society, to have been the son of a Scotch trader and an Ottawa woman, although the latter is believed to have had French blood in her veins. Another author speaks of him as a "half-breed Chippewa." He appears to have grown up at Mackinac (possibly was born there) and early in the last century was connected with a trading house at Bertrand, Mich., and, as early as 1809, visited Chicago. About the date of the evacuation of Fort Dearborn, he appears to have been living at St. Joseph, and, if not present with other members of his tribe at the time of the massacre, evidently made his appearance soon after and accompanied the Kinzies to his home—still later taking Captain Heald to Mackinac, where the latter surrendered to the British commandant. The exact date of his locating at Chicago is unknown, but is thought to have been as early as 1814. Later he appears to have been associated at different periods with Mr. Kinzie, Gurdon S. Hubbard and others in trade with the Indians. His home at an early day was on the north side about the intersection of Dearborn Avenue and Kinzie Street, and, later, at Wolf Point, the junction of the North and South Branch. He often officiated as interpreter for

the Government, and, about 1823, was employed in that capacity by the Indian Agent, Dr. Wolcott. His name appears in a list of voters and tax-payers at Chicago in 1825 and 1826, and he was one of the signers of the treaty at Prairie du Chien in 1829, and of that at Chicago in 1833—was granted a reservation of two sections of land on the Des Plaines and an annuity of \$200 in 1832, and an addition to the latter of \$300 at the Treaty of Chicago in 1833. He is reputed to have rendered valuable service, in conjunction with Caldwell and Shabona, in holding his tribe in check during the "Winnebago Scare" of 1827, and again during the Black Hawk War of 1832. He assisted in removing the Indians west of the Mississippi after the Treaty of 1833, but returned and settled on his reservation on the Des Plaines, where he spent the remainder of his days, dying there, April 22, 1872. The inscription on his tomb-stone fixes his age at 110 years; though the late Henry H. Hurlbut, who knew Robinson personally, thinks his age could not have exceeded 85 years, and possibly was not over 80.

Capt. Billy Caldwell (Indian, "The Sauganash"), alluded to elsewhere as the preserver of the Kinzie family, was a native of Canada, and, although a half-breed, was fairly well educated, being able to write with facility in both the English and French languages, besides being master of several Indian dialects. His devotion to the British cause was the natural result of his having grown up under British rule. From 1807 down to the battle of the Thames in 1813, he was intimately associated with the celebrated Chief Tecumseh, and known as his "secretary." In 1816 he was at Amherstburg, Can., and is believed to have located in Chicago about 1820. His wife was the daughter of a somewhat famous Indian chief named Nees-scot-nee-meg, who is said to have been one of the participants in the massacre of 1812. Caldwell was a taxpayer here in 1825, and in 1826 a voter, serving also as one of the clerks at the same election. During the latter year he was appointed a Justice of the Peace for Peoria County, to which the region now embraced in Cook County was then attached. Although an office-holder and a voter under the State Government of Illinois, it appears that Caldwell never renounced his allegiance to Great Britain. In 1828, in consideration of his services, the Government erected a house for him on the North Side



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near the intersection of North State Street and Chicago Avenue. This house was the first frame building erected in Chicago, much of the material for it having been brought from Cleveland, Ohio. At a later period it was removed to Indiana Street, but was destroyed in the fire of 1871. At the treaty of Prairie du Chien in 1829 a reservation of two and a half sections of land on the Chicago River was set apart for Caldwell, and at Tippecanoe, in 1833, he was granted an annuity of \$600. He is described by his contemporaries as "a tall, fine-looking man," of high courage and strong common sense. During the troubles with the Winnebagoes in 1827, and the Sacs and Foxes in 1832, he proved himself a faithful and efficient friend of the whites. On the departure of the Indians from Northern Illinois for their new home west of the Mississippi, in 1836, he felt it his duty to accompany them; and, after living with them five years, died at (or near) Council Bluffs, Iowa, September 28, 1841, in the 60th year of his age. "The Sauganash Hotel," a log-building erected at the corner of Lake and Market Streets, and opened as a hotel, about 1831, by Mark Beaubien, was one of the earliest and most noted hostelries in the future great city, and was named in honor of Captain Caldwell. (See *Shabona*; also, *Beaubien, Mark*.—*Hist. Encyc. of Ill.*, Vol I.)

The Indian, Black Partridge, who had sought so faithfully to protect Mrs. Helm and the family of Mr. Kinzie, continued his kindness to the sufferers after the massacre. One of his benevolent acts, of which mention has been made by Mrs. Kinzie, was the carrying of an infant of a Mrs. Lee to Chicago, a distance of fifty miles, in order that it might receive medical treatment. Mrs. Lee was the widow of Charles Lee, the owner of "Lee's Place," where had occurred the tragedy of the spring of 1812 before the Fort Dearborn massacre. Mr. Lee, with a son and daughter, had been killed during the massacre. Black Partridge, who had taken charge of the surviving members of the family, wished to marry the widow, but, too honorable to force his affections upon her, continued to treat her with respect in spite of her refusal. Later, she became the wife of a French trader named Du Pin, who located here about the time of the massacre. The magnanimity of this high-minded and honorable savage did not protect him, however, from punishment for the wrongs committed by other members

of his tribe. According to Moses' History of Illinois, it was only a few months later, when his village, then located near the head of Peoria Lake, was attacked without provocation by a party of volunteers under command of Governor Edwards on the way to Peoria, and some thirty of Black Partridge's followers were killed, their village and stores burned and eighty horses captured. (See *Moses' "History of Illinois," Vol. I., p. 253.*) Black Partridge's experience seems to have been a counterpart of that of the celebrated Chief Logan—examples which have left an indelible stain upon American civilization.

CHAPTER X.

THE SECOND FORT DEARBORN.

FOUR YEARS OF ARRESTED DEVELOPMENT—FORT DEARBORN IN DESOLATION—ITS RESTORATION BEGUN IN 1816—BURIAL OF VICTIMS OF THE MASSACRE—LIST OF COMMANDANTS—A NEW IMMIGRATION SETS IN—THE KINZIES AMONG THE FIRST TO ARRIVE—OTHER NOTABLE ARRIVALS—THE CLYBOURNS, GALLOWAYS, HEACOCK, ETC.—A FIRE IN FORT DEARBORN—THE "WINNEBAGO SCARE."

The four years following the evacuation of Fort Dearborn was a period of practical suspension, so far as Chicago history was concerned. The evacuation and subsequent massacre resulted in the elimination from the region about the mouth of the Chicago River of the last remnant of American civilization. All that remained consisted of the mixed French and Indian type, such as had existed, for a century previous, at the various trading posts along the Great Lakes and about the headwaters of the Mississippi. For the time being the northern portion of what then constituted the Territory of Illinois was under practical control of the British, or rather their savage allies who roamed over all this region at their will. Probably the only family permitted to remain here immediately after the massacre, was that of the French trader Ouilmette, which, being composed chiefly of half-breeds, was regarded as friendly to the Indians. It is said,

however, that another trader named Du Pin came here about the time of the evacuation, or soon after, and occupied the Kinzie home. It has been claimed that Jean Baptiste Beaubien, who had been engaged in the fur trade on the Grand River of Michigan, probably before 1800, and at a later date at Mackinac and Milwaukee, about the time of the massacre bought the Lee cabin on the Lake shore south of the fort. While Beaubien may have been here for a time during this period, there is no conclusive evidence that he resided here permanently until some years later. One John Dean, an army contractor, appears to have erected a house near the old fort about the close of the period here referred to, and this was purchased by Beaubien and became his home in 1817. Beaubien became the head of a large and well-known family, and, in later years, was in the employ of the American Fur Company and owner of a farm at "Hardscrabble" (the historic Lee Place), where quite a number of families lived. The arrival of Alexander Robinson (half-breed Indian chief) in 1814 has been mentioned elsewhere.

Peace between the United States and Great Britain having been declared in 1815, the Indian Agency was re-established at Chicago the same year, under the former Agent, Charles Jouett. During the following year (1816) Fort Dearborn was rebuilt under the direction of Capt. Hezekiah Bradley, who brought with him two companies of infantry. The date of Captain Bradley's arrival is said to have been July 4, 1816, the same day of the month upon which his predecessor, Captain Whistler, arrived thirteen years before. One of the earliest acts of Captain Bradley's troops after arriving was the burial of the victims of the massacre of 1812, whose bones had lain bleaching on the lake shore during the intervening four years.

The new fort was erected on the site of the old one, though constructed on a somewhat larger scale and improved plan. It consisted of a quadrangular stockade of oak pickets fourteen feet high, inclosing barracks for the soldiers and officers' quarters, constructed of hewed logs and two stories in height. A magazine (of brick) and store-houses were also embraced in the area of about 600 feet square. The soldiers' barracks were located on the east side and the officers' quarters on the west. The structure was defended by bastions at the northwest and the southeast corners, with a blockhouse at the southwest angle. Captain

Bradley remained in command until the following year (1817), when he was succeeded by Maj. Daniel Baker, who remained until 1820. Captain Bradley then resumed command for one year. Other commandants were: Maj. Alexander Cummings, 1821; Lieut. Col. John McNeil, 1821-23; Capt. John Greene for a short time in 1823. In May of the latter year, the garrison having been withdrawn, the fort was turned over to Dr. Alexander Wolcott, then Indian Agent at Chicago. In August, 1828, following upon the heels of the "Winnebago Scare," the fort was again occupied by a garrison under command of Maj. John Fowle, so continuing until May, 1831, when it was again evacuated. Again, in June, 1832—the Black-Hawk War being then in its early stages—the fort was reoccupied by a force under command of Maj. William Whistler, the son of Capt. John Whistler, the builder of the first Fort Dearborn. Major Whistler was succeeded by Maj. John Fowle for a short time, and the latter, in 1833, by Maj. De Lafayette Wilcox. After a few other changes, on December 29, 1836, it was permanently abandoned, the garrison being ordered to Fort Howard, near Green Bay. The structure gradually disappeared before the advancing tide of development in Chicago, although the old block-house stood until 1857, when it was demolished.

Although peace had generally been restored throughout the Northwest before the time of the rebuilding of Fort Dearborn, the accessions to population about the fort, in the next decade and a half, gave no indication of the rapid influx that was to be witnessed a generation or two later—the arrivals for some time being confined almost exclusively to Government employes or persons engaged in trade with the Indians. One of the earliest arrivals during this period was that of Mr. John Kinzie, who, after remaining a prisoner for some time in the hands of the British, had spent most of the interval of his absence from Chicago in the effort to reestablish his business at Detroit. On returning to Chicago he re-occupied the historic house opposite the fort which he had abandoned after the massacre, thus establishing his claim as the first permanent settler at Chicago. Here he resumed his occupation as a silversmith and fur-trader, some years later entering into the service of the American Fur Company. He also served for a time as sub-agent under Indian Agent Charles Jouett. In



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1821, and again in 1823, he was recommended for appointment as a Justice of the Peace—at the former date for Pike County and, at the later, for Fulton—but in 1825 was formally appointed for Peoria County, becoming the first Justice at Chicago, which had been transferred to the jurisdiction of Peoria County the same year. Some time in 1827 the Kinzie family took up their residence in the fort, which had been vacated as a military post four years previous. Later they resided in a house belonging to J. B. Beaubien, just outside the fort, and here Mr. Kinzie died on January 26, 1828. (See *Kinzie, John*.—*Hist. Encyc. of Ill., Vol. I.*) Those arriving during the next four years, but not previously mentioned in this record, included: Jacob B. Varnum, United States Factor, who came in 1816 and remained until about 1822, when the factory was abolished; John Crafts, fur-trader, from 1817 until about 1823, when he entered into the service of the American Fur Company, but, dying in 1825, was succeeded by John Kinzie; Dr. Alexander Wolcott came as successor to Mr. Jouett as Indian Agent in 1820, serving until his death ten years later. (See *Wolcott (Dr.) Alexander*.—*Hist. Encyc. of Ill., Vol. I.*) Henry R. Schoolcraft, the noted ethnologist and naturalist, who visited Chicago in 1820, says there were only four or five families here at that time, of whom he names those of John Kinzie, Dr. Wolcott, John B. Beaubien and John Crafts. Two years later (1822) Charles C. Trowbridge made a trip on Government business from Detroit to Chicago, when there does not seem to have been any increase, as he names only Kinzie, Wolcott and Beaubien as residents about the fort—Crafts being then located at "Hardscrabble."

In 1822 the accessions included David McKee, who came here as Government blacksmith in connection with the Indian Agency, and became a permanent citizen, dying at Aurora in 1881. Joseph Porthier, a Frenchman, with a half-breed family, also came the same year, as McKee's assistant. The most important addition to the population about this period was due to the arrival, in 1823, of Archibald Clybourn, a distant relative of the Kinzies, who, coming from Virginia, joined his half-brother, John K. Clark, who had been engaged as a clerk in trade with the Indians for several years. The following year Clybourn and Clark brought out the family of Jonas Clybourn, the father of the former, and the new arrivals, settling on the

North Branch, started the growth of the village in that direction. Mr. Clybourn became the first Constable at Chicago, being appointed for Peoria County in 1825, and a Justice of the Peace in 1831. Another arrival of 1824 was James Galloway, who brought his family by way of the Lakes from Sandusky, Ohio, and, locating at "Hardscrabble," was engaged in the fur trade for some three years, finally removing to LaSalle County in 1827. Here Archibald Clybourn was married in 1829 to Miss Mary Galloway, oldest daughter of Mr. Galloway, who survived until 1904, in an honored old age. Mr. Clybourn became a successful and respected business man, was one of the first to engage in the packing business in Chicago, and did much to build up the northwestern part of the city. Clybourn Avenue was named in his honor. Rev. William See, a local Methodist preacher from Virginia, came the same year the Clybourns did, and, for a time, lived in a log-house on the West Side. He became the first County Clerk on the organization of Cook County and, later, a Justice of the Peace; but spent over twenty years, in the latter part of his life, in Wisconsin, dying at Pulaski, in that State, in 1858. Others who located at "Hardscrabble" about the time the Galloways were there were the Laframboise families—father and three sons (1824), half-breeds engaged in trade with the Indians; William H. Wallace (1826), a fur-trader, said to have died there a year later, and David and Bernardus (or Barnabas) Laughton, also traders, who located a year or so later on The Des Plaines about where Riverside now is. In fact, about this time—leaving out the garrison at Fort Dearborn—"Hardscrabble" seems to have been not less populous, and scarcely less important as a business point, than its rival at the mouth of the river. The assessment roll for Peoria County, to which Chicago was attached in 1825, contained a list of fourteen persons—probably comprising all the heads of families in this region at that time—paying taxes on a valuation ranging from \$50 to \$5,000, each. The larger sum was assessed against John Crafts, the Agent of the American Fur Company, while the others graded down, from \$1,000 for J. B. Beaubien to the smaller sum mentioned. Judging from the names of the tax-payers about one-half were Frenchmen, or of French descent—several of them being half-breeds.

The year of the arrival of the elder Clybourn

(1824) James Kinzie, an older son of Mr. John Kinzie by the first wife of the latter—who had been an employe of the American Fur Company about Mackinac and Milwaukee—came to Chicago and, later, became a prominent business man. About 1826 Kinzie and David Hall, a half-brother of Kinzie's, from Virginia, kept a store in a cabin on the South Side, at the forks of the river. During the same year Mark Beaubien, a younger brother of J. Beaubien, appeared on the ground and soon after purchased a cabin from Kinzie, probably the one just mentioned.

There will be occasion to refer to both Kinzie and Beaubien again in connection with the history of early Chicago hotels. The year 1826 also saw the advent in this vicinity of Jesse Walker, the pioneer Methodist Missionary in Northern Illinois, who, a year or so later, erected a log-cabin at Wolf Point, which, in after years, was used as a meeting house, where one of Chicago's early schools was taught by John Watkins. The Scott family—Stephen H., Willard and Willis—came this year, and the former located a claim at Gross Point, now Wilmette.

An arrival of importance in 1827 was that of Russell E. Heacock, who, after spending several years in the southern part of the State, removed to Chicago, and became the earliest practicing lawyer here. Soon after his arrival Mr. Heacock taught a school in Fort Dearborn, but a year later was living on the South Branch at a place called "Heacock's Point." He was prominent in the organization of Cook County in 1831, and was appointed a Justice of the Peace for the new county two years later. He also bore a prominent part, at a subsequent period, in connection with the discussion of the Illinois & Michigan Canal question. (See *Heacock, Russell E.—Hist. Encyc. of Ill., Vol. I.*)

An incident of the year 1827 was a fire in Fort Dearborn caused by lightning during the night, which resulted in the destruction of the soldiers' barracks and store-house, with a part of the guard house. This occurred just at the close of the payment of annuities to the Pottawatomies, which had been celebrated by a dance in the soldiers' quarters the same night. Gurdon S. Hubbard, who relates the incident in the "Reminiscences" of his life, says the alarm was given by Mrs. Helm, who saw the flames from her window in the Kinzie dwelling on the north side of the river. Mr. Hubbard, who

happened to be there, accompanied by Robert H. Kinzie, finding it impossible to launch a canoe, swam the river, and arousing the inmates of the fort, took a prominent part in subduing the flames. The men and women, about forty in number, formed a line between the fort and the river, and every available utensil was brought into use in passing water to Mr. Kinzie, who had taken his place on the roof. Although he had taken the precaution to wrap himself in a wet blanket, Mr. Kinzie was severely burned about his face and hands, but kept his place until the flames were brought under subjection. A number of Indians, who had gathered around as spectators, refused to give any assistance in fighting the flames.

It was a few days—probably one week—after this event that Gen. Lewis Cass, then Governor of Michigan Territory, arrived at Chicago, coming from Green Bay by way of Fox River, the Wisconsin and the Mississippi to St. Louis, and thence returning by the Illinois—following the route pursued by Joliet and Marquette in 1673—bringing with him the first intelligence of the actual outbreak of hostilities with the Winnebagos. General Cass is said to have been entertained on this occasion at the Kinzie home, but left in a few hours, by the western shore of the lake, for Green Bay.

An important event following closely upon the fire in Fort Dearborn of this year (1827) was the outbreak of the "Winnebago War," which, although the principal disturbances occurred on the upper Mississippi, produced a general panic throughout all the white settlements of Northern Illinois, in view of the possibility that other tribes (especially the Pottawatomies) might be drawn into hostilities. Many of the settlers throughout the region contiguous to Chicago hastened to Fort Dearborn for safety, although the fort was at the time without a garrison. The militia were called out by the Governor, and Mr. Gurdon S. Hubbard, acting in the interest of the people collected at Fort Dearborn, made an unprecedented trip to Danville to procure aid, returning at the end of seven days with a force of one hundred volunteers under the command of an old Indian fighter named Morgan. Through the influence of Billy Caldwell and Shabona, the Pottawatomies were prevented from joining the Winnebagos, and General Atkinson having arrived at the scene of the disturbances with a force of over 700 regulars from Fort Jefferson, below



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St. Louis, a settlement of the difficulties was reached by the voluntary surrender of the principal leaders. During the continuance of the excitement at Fort Dearborn, a company of citizens, composed mostly of Canadian half-breeds and a few Americans, formed an organization for defense under the command of Col. J. B. Beaubien. (See *Winnebago War.—Hist. Enc. of Ill., Vol. I.*)

CHAPTER XI.

CHICAGO IN EMBRYO.

VARIED ORTHOGRAPHY OF THE NAME CHICAGO—
 REPUTED ORIGIN OF THE NAME—SOME EARLY
 IMPRESSIONS OF THE FUTURE GREAT METROPOLIS—AS SEEN BY JUDGE STORROW, GURDON S. HUBBARD, SCHOOLCRAFT, PROFESSOR KEATING AND OTHERS—EARLY MAIL FACILITIES—SOME PIONEER HOTELS AND THEIR HISTORY.

Probably no other name in all history has given rise to so many different forms of spelling, in the effort to perpetuate it in written symbols, as the word "Chicago." More than sixty different varieties of orthography have been enumerated, most of them due to imperfect attempts to transfer, from an unwritten to a written language, sounds in themselves varying more or less according to the dialect through which they were transmitted, as well as affected by the difference in hearing or intelligence of those receiving them. Only the more important and historical modes of spelling will be cited here. They embrace the following, with the authorities through which they were derived, arranged in a somewhat chronological order: Che-cau-gou (Father Hennepin); She-ca-gou (LaSalle); Chi-ca-gou (Marquette and LaSalle); Chi-ca-ga (Sanson, geographer to Louis XIV.); Che-ka-gou and Chi-ka-goue (old maps of 1679-82); Cha-ca-qua (old French maps, 1684-96); Che-ga-kou (LaHontan); Chi-ca-gou-a (Father Gravier); Chi-ca-gu, Chi-ca-gou, Chi-ca-qw and Chi-ca-go (St. Cosme, 1700); Che-ka-kou (Moll, cartographer, 1720); Chi-ca-gou (Charlevoix, 1721); Chi-ca-goe (report of English Commissioners, 1721); Chi-ca-goux

(letter of M. De Ligny to M. De Siette, 1726); Eschikagou (Colonel DePeyster, British Commandant at Mackinac, 1779); Chi-ka-go (Capt. William Whistler, builder of the first Fort Dearborn); Chi-cau-ga (Niles' Register, 1813). Besides these spellings for the name of the river and the locality about its mouth, there are a number of other words of similar sound, and alleged to be of related significance, from the Indian dialects, as She-cau-go ("playful waters"); Choc-ca-go ("destitute"); Sho-gang (skunk).

The signification of the term has been much debated, but while its first meaning is conceded to be the "skunk," "leek" or "wild onion," competent etymologists claim that it is also the synonym of "strong, mighty or powerful." Henry R. Schoolcraft, the celebrated ethnologist, who spent many years among the Indians in the Northwest and was familiar with many of their dialects, defined the word Chicago as "Place of the Wild Leek" (or onion). Samuel A. Storrow, who visited Fort Dearborn as a Judge Advocate of the United States Army in 1817, in an official report speaks of "the River Chicago—or, in plain English, Wild Onion River"—and this view of the definition is corroborated by Gurdon S. Hubbard, who was here in 1818, and many more who asserted that at an early day the wild onion grew in great luxuriance in the marshes about the mouth of the river. The theory has also been strongly maintained (referred to in Mrs. Kinzie's "Waubun" as handed down through Indian tradition) that the river Chicago derived its name from a noted Indian Chief of the Illinois, of the same name, who was drowned in the river at a remote period. Charles Fenno Hoffman, whose letters have been alluded to elsewhere as written here during the winter of 1833-34, when the Indians were still numerous throughout this section, gave the pronunciation of the word, as uttered by the Indians at that time, as "Tschicau-go."

The Indian pronunciation of the name, as described by Mr. Fernando Jones—who probably retains a more vivid recollection of the Pottawatomie dialect than any other among the few surviving pioneers of Chicago—closely resembles that just quoted from Mr. Hoffman. The last two syllables, "cau-g6"—with a strong accent on the last syllable—as defined by Mr. Jones on the basis of information derived directly from the Pottawatomies, simply meant "Nothing," while the first syllable, "Tschl"

("S-shi-"), pronounced with a strong hissing accent, simply made the meaning more emphatic—"absolutely nothing." This rather graphic definition, as explained by Mr. Jones, was intended by the Indians to describe the Chicago River, which—after being explored from its mouth up both branches into the marshes which, in the dry season, soon ceased to be navigable even for an Indian's canoe—was declared to be "*Absolutely Nothing*"—as a river. If this was the Indian conception of the Chicago River at the beginning of the nineteenth century, its present condition as a water-way, bearing a large percentage of the commerce of the Nation and destined to become the connecting link between the great lakes and the Gulf of Mexico, illustrates the marvelous results which have been wrought by the civilization of a single century. (See article on "*The Name Chicago*," by Mr. Fernando Jones at close of this chapter.)

The following additional forms of spelling the name of a prominent Indian of the Illinois tribe, supposed to be the same identified with the naming of the Chicago River, have been furnished by different French explorers of this period: Chachagouession (Marquette); Chas-sagoac (Membre); Chassagouache (LaSalle).

While Chicago was visited by numerous travelers, official and otherwise, during the first decade after the restoration of Fort Dearborn, the number of those whose impressions regarding the place at this primitive period in its history have come down to us, has been comparatively small. James W. Biddle, of Philadelphia, a contractor engaged in furnishing supplies to the troops in 1816, said of the condition of the place at that time: "Chicago then had no trading reputation, vessels only visiting it to carry troops or provisions to supply them." A visitor to Fort Dearborn in 1817 was Judge Advocate Samuel A. Storrow, of the United States Army. In a report of his visit, he had this to say of the physical conformation of the country between the Chicago and Des Plaines Rivers:

"The course of these two rivers illustrates the geographical phenomenon of a reservoir on the very summit of a dividing ridge. In the autumn they are both without any apparent fountain, but are formed within a mile and a half of each other by some imperceptible undulations of the prairie which drain

and lead in different directions. But in the spring the space between the two is a single sheet of water, the common reservoir of both, in the center of which there is no current toward either of the opposite streams." (Then, speaking particularly of the location of Fort Dearborn, he adds:) "It has no advantage of harbor, the river itself being always choked, and frequently barred, from the same cause that I have imputed to the other streams of this country" (viz.: the accumulation of sand dunes about their mouths by the combined action of winds and waves.) "In the rear of the fort is a prairie of the most complete flatness, no signs of elevation being within range of the eye. The soil and climate are both excellent."

One of the most important arrivals at Chicago about that period was that of Gurdon S. Hubbard, who, although then only a youth of about sixteen years, at a later period became one of Chicago's most prominent and highly esteemed business men. In an interesting volume of reminiscences relating to his experiences while in the employ of the American Fur Company, Mr. Hubbard gives the following account of his first sight of Fort Dearborn in the fall of 1818—having come from Mackinac by the eastern and southern shore of the lake:

"On the evening of September 30, 1818, reached the mouth of the Calumet River, then known as the 'Little Calumet,' where we met a party of Indians returning to their villages from a visit to Chicago. They were very drunk and before midnight commenced a fight in which several of their number were killed. Owing to this disturbance we removed our camp to the opposite side of the river. We started at dawn. The morning was calm and bright, and we, in our holiday attire, with flags flying, completed the last twelve miles of our lake voyage. Arriving at Douglas Grove, where the prairie could be seen through the oak woods, I landed and, climbing a tree, gazed in admiration on the first prairie I had ever seen. The waving grass, intermingling with a rich profusion of wild flowers, was the most beautiful sight I had ever gazed upon. In the distance the grove of Blue Island loomed up, beyond it the timber on the Des Plaines River, while, to give animation to the scene, a herd of wild deer appeared and a pair of red foxes emerged



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from the grass within gunshot of me. Looking north, I saw the whitewashed buildings of Fort Dearborn sparkling in the sunshine, our boats with flags flying and oars keeping time to the cheering boat-song. I was spell-bound and amazed at the beautiful scene before me. I took the trail leading to the fort, and on my arrival, found our party camped on the north side of the river near what is now State Street. A soldier ferried me across the river in a canoe, and thus I made my first entry into Chicago, October 1, 1818."

Making due allowance for the enthusiasm of youth with which Mr. Hubbard, for the first time, looked upon the scene about the mouth of the Chicago River, there can be no doubt that the view was a most inspiring one, but would have been infinitely more so if he could have looked forward in history to a period three-quarters of a century later. A description scarcely less enthusiastic than that of Mr. Hubbard, and belonging to the same era, was that furnished by Henry R. Schoolcraft, the celebrated ethnologist and naturalist, in his "Narrative Journal of Travels from Detroit Northwest to the Sources of the Mississippi in 1820." Mr. Schoolcraft, having arrived here in company with Gov. Lewis Cass, thus states his impressions of the surrounding country:

"The country around Chicago is the most fertile and beautiful that can be imagined. It consists of an intermixture of woods and prairies, diversified with gentle slopes, sometimes attaining the elevation of hills, and irrigated by a number of clear streams and rivers which throw their waters partly into Lake Michigan and partly into the Mississippi River. As a farming country it unites the fertile soil of the finest lowland prairies with an elevation which exempts it from the influence of stagnant waters, and a summer climate of delightful serenity, while the meadows present all the advantages of raising stock of the most favored part of the valley of the Mississippi. It is already the seat of several flourishing plantations, and only requires the extinguishment of the Indian titles to the land to become one of the most attractive fields for the immigrant. To the ordinary advantages of an agricultural market town it must hereafter add that of a depot for the inland commerce between the

northern and southern sections of the Union, and a great thoroughfare for strangers, merchants and travelers."

All of which—and more—was accomplished before the close of the century, giving to Mr. Schoolcraft's description an air of prophecy.

An impression of a sort quite different from those just cited was that received by Prof. W. H. Keating, geologist and historiographer of Major Stephen H. Long's expedition to the sources of St. Peter's River in 1823. His report has been widely attributed to Major Long, who, although probably approving it, cannot be said technically to have been its author. Professor Keating—who was Professor of Mineralogy and Chemistry in the University of Pennsylvania—in his narrative of Long's expedition, published in London in 1825, makes the following reference to Chicago:

"We were much disappointed at the appearance of Chicago and its vicinity. We found in it nothing to justify the great eulogium lavished upon this place by a late traveler (Schoolcraft), who observes that it 'is the most fertile and beautiful that can be imagined.' " (The writer then goes on to comment upon the obstacles to be encountered in obtaining satisfactory supplies for the subsistence of troops from the immediate vicinity, and the difficulties met with by agriculturists on account of the shallowness and humidity of the soil, and its exposure to "cold and damp winds, which blow from the lake with great force during most part of the year," the destruction of growing crops by insects, birds, etc., and then proceeds:) "The appearance of the country near Chicago offers but few features upon which the eye of the traveler can dwell with pleasure. There is too much uniformity in the scenery; the extensive water prospect is a waste unchecked by islands, unenlivened by the spreading canvas, and the fatiguing monotony of which is increased by the equally undiversified prospect of the land scenery which affords no relief in sight, as it consists merely of a plain in which but few patches of thin and scrubby woods are observed here and there. The village presents no cheering prospect as, notwithstanding its antiquity, it consists of but few huts inhabited by a miserable race of men scarcely equal to the Indians from whom they are descended. Their log or bark houses

are low, filthy and disgusting, displaying not the least trace of comfort. . . . The number of trails centering at this point, and their apparent antiquity, indicate that this was probably for a long time the site of a large Indian village. As a place of business it offers no inducements to the settler."

While Professor Keating may have looked upon the scene with the eye of a rather fastidious artist, it was evidently without imagination, as he foresaw nothing of the development brought about within the next half century, removing many of the blemishes of which he complained and supplying some of the very features whose absence he deplored—the "scrubby woods" giving place to extensive manufactories and vast mercantile establishments, while the waste of waters, "unenlivened by the spreading canvas," has been transformed into a highway of commerce connecting Chicago, not only with every lake port, but even with Europe itself. Yet, in view of possibilities growing out of the construction of the Illinois and Michigan Canal, Major Long's historiographer thought it "not impossible that, at some distant day, when the banks of the Illinois shall have been covered by a dense population, and when the low prairies which extend between that river and Fort Wayne shall have acquired a population proportionate to the produce which they can yield, Chicago may become one of the points in the direct line of communication between the northern lakes and the Mississippi"—a conclusion showing that he was not wholly incapable of realizing the changes which might be wrought by the development of less than a century.

Previous to 1826 the residents about Fort Dearborn were compelled to depend upon occasional visits of traders or travelers, or the arrival of small lake craft bringing supplies for the troops at Fort Dearborn or for the fur-traders located here, for communication with the outside world. At an early day the officers of the fort were accustomed, in cases of emergency, to employ special messengers or "runners," while ordinarily and at long intervals receiving mail for the garrison from Fort Wayne, now in Eastern Indiana. The first regular mail-route crossing the Allegheny Mountains was established between Philadelphia and Pittsburg in 1788; in 1794 it was extended to Louisville, in 1800 to Vincennes,

and, in 1810, from Vincennes to Cape Girardeau in Missouri. By 1824 a direct route had been established between Vandalia and Springfield, and, during 1826, David McKee, who had come to Fort Dearborn as a Government blacksmith in 1822, began carrying dispatches and letters once a month between Chicago and Fort Wayne—two weeks being required to make the trip one way. At a later date White Pigeon, Mich., became the supply station instead of Fort Wayne. At a still later period—probably 1820—according to the Hon. John Wentworth, the supply point was moved westward to Niles, Mich., and Elijah Wentworth, Jr., the son of Chicago's second hotel-keeper, became the mail-carrier. Early in 1831 a post-office was established here and Jonathan N. Bailey, by appointment of President Jackson, became the first postmaster, using the Kinzie house on the North Side of the Chicago River, opposite Fort Dearborn, as a residence and postoffice. The carrier about this time is said to have been an Indian half-breed, who made the trip from Niles, Mich., once in two weeks. Bross's "History of Chicago" says: "In 1832 there was a mail-route established from Tecumseh, Mich., by way of Niles to Chicago; from Chicago to Danville, also from Chicago to Green Bay," the two last named places being supplied by mail carried weekly on horseback. The carriers on these routes, especially that to Green Bay, suffered great hardship from exposure to cold and heavy snows in passing through long stretches of country that were totally uninhabited. After 1831 the history of the postoffice became a part of the history of Chicago, and the arrival of the stage coach, under the successive management of Frink, Messrs. Frink & Bingham, and Messrs. Frink & Walker, became an important feature of Chicago daily life. (See *Chicago Postoffice*.)

Prior to 1830 the bulk of the settlement at Chicago had begun to concentrate about "Wolf Point," as the locality at the junction of the North and the South Branch was known, Fort Dearborn, during a part of that time (1823 to 1828), being occupied by the Indian Agent instead of a garrison. The tide of travel which had begun to set in by that time created a demand for places of entertainment, although up to that period there scarcely seems to have been any thought of organizing a village here, much less of founding a city. Previous to this date the few travelers visiting the locality of



Dr. Harry Hammer,

Fort Dearborn—if not public officials and, therefore, entitled to entertainment at the fort or the Agency—were, no doubt, accommodated in private homes. That of the Kinzie family, being the most commodious, as well as the most widely known, was probably most frequently called upon to give evidence of its hospitality. While there is some doubt as to the date of the formal opening of the first house of public entertainment, it appears to be conceded that Archibald Caldwell, who came to Chicago in 1827, was conducting a tavern here in the autumn of 1829, for which he received a license from the County Commissioners of Peoria County in December of the same year. The house was a double log-cabin located at Wolf Point on the West Side, and has gone down in history as the "Wolf Point Tavern." It is believed to have been owned in whole or in part by James Kinzie. Caldwell appears to have remained in charge only for a short time, as, early in 1830, the establishment had passed into the hands of Elijah Wentworth, who came here in the latter part of the preceding year with the intention of returning to Maine, but remained to become Chicago's second hotel-keeper. While Wentworth was in charge of the "Wolf Point Tavern," Samuel Miller was conducting an opposition house on the North Side, east of the North Branch, and, a few months later, Mark Beaubien had opened another on the South Side, just east of the South Branch. When first established Beaubien's tavern was kept in a log-house bought from James Kinzie, to which he built an addition; but a year later he erected the second frame house in Chicago, at the corner of Lake and Market Streets, to which he gave the name of "The Sauganash," and which became one of the most famous hostelries in the history of Chicago. After undergoing various changes, for a part of the time being used as Chicago's first theatre—this historic building was burned on the morning of March 4, 1851. Other notable places of entertainment connected with early Chicago history were the "Mansion House," erected by Dexter Graves on Lake Street near Dearborn in 1831; the "Green Tree Tavern," built by James Kinzie at the northeast corner of Canal and Lake Streets in 1833, and the "Lake House," erected by Chicago capitalists in 1835 at the corner of Kinzie, Rush and Michigan Streets—the latter, in its time, the most pretentious building of its kind in Chicago. Among hotels of a later

date none have had a longer or more conspicuous history than the "Tremont House" and the "Sherman House." The former, erected first as a frame building on the northwest corner of Lake and Dearborn Streets in 1833, was kept as a saloon and boarding house for a short time, when it passed into the hands of the late Couch brothers, who opened it as a hotel. This structure having been burned in October, 1839, a new frame-building was erected at the southeast corner of the same streets on the site of the later Tremont, and opened as a hotel early in 1840. On July 21, 1849, this building was destroyed by fire, but having been replaced by a brick structure, was reopened in October, 1850. After various changes in management, it was burned again in the fire of 1871, was again rebuilt on an enlarged and substantial scale and maintained as a hotel until 1901 when, having become surrounded by heavy manufacturing and wholesale business houses, it passed into the hands of the Northwestern University to be utilized by that institution for its departments of Law, Pharmacy and Dental Surgery, thus ending its hotel history of nearly three-quarters of a century. The Sherman House, erected in 1836-37 by Francis C. Sherman, was opened at the close of the latter year as the City Hotel; was enlarged and remodeled in 1844 and opened as the Sherman House, which it has since remained under various changes of proprietorship.

THE NAME CHICAGO.

Many fanciful stories, as to the derivation of the name of the River upon which the great City of Chicago is situated, have been circulated and put in print. These stories are mostly given out by ignorant travelers, preachers and school-teachers, all equally absurd. One reports that the word signifies great strength; another, miserable weakness. One says it signifies a skunk, or skunk cabbage; another, that it means a leek or wild onion. A celebrated writer insists that it was named for a great chief who was famed for his strength.

On my arrival in Chicago in the early spring of the year 1835, I became acquainted with many of the Indians and learned their lan-

guage—the Pottawatomie. I was told many times, by different Indians, of the tradition of the name. The legend was repeated to me many times—and legends handed down from father to son are more reliable than fanciful written histories. Each one of my informants told the same story. Some Northern Indians bent upon exploring—which is a common trait of the roaming red man—came down to the mouth of what seemed to be a great river, perhaps 50 or 100 miles long. They bivouacked at the mouth of what seemed to be a river, and sent an Indian, with his birch bark canoe, to investigate. He paddled his light canoe up the stream about half a mile, where it divided into two branches. He went up the north branch, something like a mile, when it began in a low swamp. He quickly returned and paddled up the south branch, about the same distance, and found that it began in a lake of mud. He returned and reported “Ca-go”—there is “Nothing.” Upon being remonstrated with, he used an adjective signifying in the strongest terms, positively—“tocchi,” or “chugh,” “ca-go!” “ca-go!” “Chuh-ca-go!”—positively, there is no river. And that name has stuck to it through all the years. The name is justified, for the river is no river, being but a dirty slough; and the city is no city, being but an overgrown village—“Chic-cago.”

While upon the subject of the Indians, I recall the fact, that, by a treaty of the United States, the Pottawatomies were to receive, amongst many other things, as payment for their land, \$16,000 annually, forever—payable at Chicago; 50 barrels of salt annually, forever, delivered at Chicago; and a blacksmith-shop for the tribe, at Chicago. Did the good Doctor Wolcott, the Indian Agent who manipulated this treaty, really believe this was to be carried out, or did he know that it was a fraud upon the poor Indian? In a very few years they were driven away beyond the Mississippi River by a new treaty, forced upon them by unscrupulous agents of the Government.

Frederick Jones.

CHAPTER XII.

CIVIL GOVERNMENT.

CONDITIONS UNDER FRENCH OCCUPATION—NORTHERN ILLINOIS ATTACHED TO CANADA AS PART OF NEW FRANCE—EFFECT OF THE COL. GEORGE ROGERS CLARK EXPEDITION—TERRITORY NORTHWEST OF THE OHIO RIVER ORGANIZED—ORDINANCE OF 1787—TERRITORIAL AND COUNTY HISTORY—COOK COUNTY ORGANIZED—FIRST ELECTION AND FIRST COUNTY OFFICERS.

Up to this point the settlement about the mouth of the Chicago River seems to have gone on without any formal attempt to organize a local civil government. What government existed was administered either by the military officers over the troops at Fort Dearborn or, during the latter period, through the county authorities at a distance from the locality governed. In the early days of French exploration and occupation, this region was regarded as coming within the undefined limits of what was then known as “New France,” but after the establishment of a local government near the mouth of the Mississippi, it was attached to Canada—the region south of the Illinois (including the settlements about Kaskaskia and Cahokia) becoming a part of Louisiana. On the extinguishment of the French title by the Treaty of Paris in 1763, it became nominally British territory, though formal possession was not taken of Southern Illinois until two years later. As the result of the expedition of Col. George Rogers Clark in 1778, the region known as the “Illinois Country” fell under jurisdiction of the State of Virginia, but the Revolutionary War being then in progress, the lake region continued to be disputed territory, or in virtual possession of the British, until the treaty of peace of 1783, when the title of the United States to the region east of the Mississippi and south of the lakes was recognized. It is safe to say there was no more influential factor in bringing about this result than the Clark expedition to the “Illinois Country” and the building of forts and block-houses in this region, which followed the occupation of Kaskaskia and Vincennes, backed by the American Commissioners at the Treaty of Paris in 1783.



The portrait of the man in the photograph is a portrait of the man in the photograph.

Wm. C. Fay



From that time all this region was regarded as part of the unorganized "Territory Northwest of the River Ohio," and, in 1784, came under the operation of a resolution adopted by Congress under the Articles of Confederation, providing a temporary government therefor. Speaking of the condition of affairs in this region as late as 1785, Gen. William Henry Harrison, in an address delivered before the Historical Society of Ohio, said there was "not a Christian inhabitant within the bounds of what is now the State of Ohio"—proving that, in permanent settlement, Illinois antedated its sister State farther east. The enactment by Congress of the celebrated "Ordinance of 1787" established a more permanent form of government and, for the next thirteen years (1787-1800) Illinois, with the territory now embraced within the States of Ohio, Indiana, Michigan and Wisconsin, constituted one territorial government under the name of the "Northwest Territory." In 1800 Ohio was set apart, the remainder of the territory being organized as Indiana Territory, and, by act of Congress of February 3, 1809, Illinois Territory was set off from Indiana, the former embracing the country west of the present eastern boundary of the State and Lake Michigan, extending westward to the Mississippi and north to the Canada boundary line. From south to north it extended from the mouth of the Ohio to the Lake of the Woods. On April 13, 1818, Congress passed an act empowering the people to frame a State Constitution and organize a State Government, and, on December 3d, following, Illinois was formally admitted as a State with its present boundaries. (See *Illinois*.—*Hist. Encyc. of Ill.*, Vol. I.)

The first county organization within the Northwest Territory was created by act of the Virginia Legislature in October, 1778, a few months after the occupation of Kaskaskia by Col. George Rogers Clark—this act being performed by virtue of the fact that Clark's expedition was undertaken wholly under authority of the State of Virginia, which assumed control of the territory thus added to the newly created American Union. The territory organized received the name of "Illinois County," but, without naming any specific boundaries, simply assumed to include "the citizens of the commonwealth of Virginia who are already settled, or shall hereafter settle, on the western side of the Ohio," and provided for the government of the same by a "County-Lieutenant or Com-

mandant-in-Chief," to be appointed by the Governor of Virginia. Col. John Todd, of Kentucky, was appointed Commandant, and proceeded to appoint subordinates and provide for the election of civil officers at Kaskaskia and Cahokia, and still later at Vincennes; but Chicago being without what might even be called a "settlement," was not recognized as coming within the operation of the act. The next county to be organized within Illinois territory was St. Clair by the act of Arthur St. Clair, Governor of the Northwest Territory, in 1790. Its territory lay between the Mississippi and the Illinois Rivers on the west and northwest, the Ohio on the south, and a line on the east drawn from about Fort Massac on the Ohio, northward to the junction of the Little Mackinaw River with the Illinois, in what is now the county of Tazewell. Other counties organized within the Northwest Territory previous to 1800 (the date of the separation of Indiana Territory from Ohio) were: Washington (the first—1788); Hamilton (1790); Knox (1790); Randolph (1795); Wayne (1796); Adams and Jefferson (1797), and Ross (1798). Of these, five—Washington, Hamilton, Adams, Jefferson and Ross—were wholly, and Wayne partly, within the present State of Ohio; Knox in Indiana, and St. Clair and Randolph within Illinois. Wayne County, as organized in 1796—the year the British finally evacuated the upper lake region under the Jay Treaty of 1794—embraced Northwestern Ohio, a considerable portion of Northeastern Indiana, the whole of the present State of Michigan, and, on the west, extended to the heads of the streams flowing eastward into Lake Michigan—thus including the section about the mouth of the Chicago River to the portage to the Des Plaines and a considerable portion of Eastern Wisconsin. In January, 1803, the boundaries of Wayne County were changed, leaving out the Chicago district, which remained outside of any county organization (though a part of the Territory of Indiana), until 1809. The Territory of Illinois having been organized this year, one of Governor Edwards' earliest acts was the issue of a proclamation re-organizing St. Clair County in such manner as to include the whole of the northern part of the territory to the Canada boundary line, embracing all Northern Illinois, as well as the present State of Wisconsin and the western peninsula of Michigan. In 1812 there came another change, in the creation, by

proclamation of Governor Edwards (September 14, 1812) of the county of Madison out of the northern part of St. Clair County, and extending, as the latter had done, to the Canada line. Other county connections formed in accordance with the precedent established as to St. Clair and Madison Counties, brought Chicago successively under the jurisdiction of Edwards County (1814-16) and Crawford (1816-18) during the Territorial period, and (after the admission of Illinois as a State) of Clark (1819-21), Pike (1821-23), Fulton (1823-25), and Peoria (1825-31). This jurisdiction consisted chiefly in the exercise of authority by Justices of the Peace appointed by the Governor, but these officials seem to have been few in number and widely scattered, since, as late as 1823, Dr. Alexander Wolcott, then Indian Agent at Chicago, found it necessary to call upon a Justice of the Peace from Fulton County to perform the ceremony uniting him in marriage to Ellen Marion Kinzie, the oldest daughter of John Kinzie. To a great extent the scattered pioneer settlements, though nominally under the jurisdiction of county authorities located at distant points, remained isolated and almost unnoticed. As stated by C. W. Butterfield in his *History of Wisconsin*, their jurisdiction was "rather ideal than real." At the regular election held at Chicago in August, 1830—Chicago then constituting a part of Peoria County—only 32 votes were cast. The precinct then extended westward to the Dupage River.

On January 15, 1831, the State Legislature passed an act organizing the county of Cook, which was named in honor of Daniel P. Cook, who had been the Representative in Congress from 1819 to 1827, and through whose efforts the first grant of public lands to aid in the construction of the Illinois and Michigan Canal was obtained from Congress. In addition to its present area, the new county, as originally organized, embraced the present counties of Lake, McHenry, Dupage and Will, covering an area of a little over 3,000 square miles. Within the next eight years this area was reduced to its present limits by the setting-off of McHenry and Will Counties in 1836 (the former embracing also the present territory of Lake County, organized in 1839), and Dupage County in 1839. According to the report of Henry Gannett, Geographer of the Census Bureau for 1900, the area of Cook County at

the present time is 993 square miles, although it has heretofore been set down at 50 to 100 square miles less.

The same act which created Cook County in 1831 also provided for the election of a Board of County Commissioners at an election to be held on the first Monday in March of that year. Samuel Miller and Gholson Kercheval of Chicago, and James Walker, the latter living on the Du Page River, were elected the first Commissioners, and, having been sworn in the next day by John S. C. Hogan, a Justice of the Peace for Peoria County, proceeded to organize the new county government. William See was chosen County Clerk and Archibald Clybourn Treasurer, while Jedediah Wooley was recommended for appointment as County Surveyor. At a meeting of the Board of County Commissioners held in April following, James Kinzie was chosen Sheriff, and John K. Clark, Coroner. Kinzie served until 1832, when he was succeeded by the election of Stephen V. R. Forbes, who came to Chicago in 1829 and had been employed as one of the first teachers in Chicago. At this second meeting the Commissioners also made provision for levying a tax of one-half of one per cent upon property, and the issue of licenses for the privilege of conducting certain classes of business, as a means of raising funds for county expenses. Those receiving licenses as tavern keepers included Elijah Wentworth, Samuel Miller and Russell E. Heacock—the two former located at the forks of the river (see *Early Hotels*) and the latter at "Heacock's Point," known also as "Hardscrabble." A dozen names appear in the list of those to whom licenses were granted this year, to conduct mercantile business, among them, Alexander Robinson, three Beaubiens, Bernardus Laughton, R. A. Kinzie, Samuel Miller, Oliver Newberry, Joseph Laframboise, John S. C. Hogan, Philip F. W. Peck, Joseph Naper, and others. Newberry and Peck had come to Chicago during the previous year and, at a later period, became prominent business men, while Naper was the founder of Naperville. At the first election the whole county had constituted a single precinct, but at one of its earliest meetings the Board divided it into three precincts named Chicago, Hickory Creek and Dupage. At the meeting held in September, the lower room of the "brick house" (the magazine) in Fort Dearborn was selected as the place for holding the sessions of the Circuit Court.



Amos Hibbard

CHAPTER XIII.

A CREATIVE PERIOD.

ILLINOIS AND MICHIGAN CANAL—FEASIBILITY OF THE ENTERPRISE RECOGNIZED BY EARLY EXPLORERS—EFFECT ON THE DEVELOPMENT OF CHICAGO—SURVEY OF GOVERNMENT LANDS ABOUT THE MOUTH OF CHICAGO RIVER IN 1821—CHICAGO VILLAGE PLATTED IN 1830—FIRST SALE OF VILLAGE LOTS—CHICAGO BECOMES A COUNTY SEAT IN 1831—PAYMENT OF INDIAN ANNUITIES—PROMINENT MEN WHO BECAME CITIZENS IN THAT YEAR.

Undoubtedly Chicago owes its first existence as a village, as well as its unprecedented growth after it had taken on the form of a city government, to the project which began to be discussed at an early day for the construction of a canal connecting Lake Michigan with the Illinois River. In fact, the feasibility of this enterprise had attracted the attention of the early French explorers—notably Louis Joliet—and was the subject of frequent comment at a later period. The principal steps which led up to the actual undertaking of the work embraced a favorable discussion of the subject in a report by Secretary of the Treasury Albert Gallatin, in 1808; the cession by the Indians in 1816, of a strip of land ten miles wide from Lake Michigan to the Illinois at the mouth of Fox River, as a route for the canal; an endorsement of the measure as “valuable for military purposes,” in 1819, by John C. Calhoun, then Secretary of War; the granting to the State by Congress of the right of way for the canal through the public domain in 1832, and the donation, five years later, of public lands for its construction. The Congressional act of 1822 had led to the passage by the State Legislature, in 1820, of an act authorizing the appointment of a commission to devise means for carrying the enterprise into effect. Although this was followed by surveys for the purpose of determining the most available route and the passage of an act by the Legislature, in 1825, incorporating the “Illinois and Michigan Canal Association” with a capital of \$1,000,000, nothing was done toward actual construction until after the

passage by Congress, in 1827, of an act appropriating alternate sections on each side of the canal for a distance of five miles, to be applied to the cost of construction. To follow out the history of the enterprise concisely, it is sufficient to say here that, after nine years of effort to secure funds by the sale of lands and State bonds, the work was begun at Bridgeport (now within the limits of the city of Chicago) on the 4th of July, 1836, Dr. W. B. Eagan of Chicago delivering an eloquent address in celebration of the event. Although the work often lagged for want of funds, it was so far completed by April, 1848, as to admit of the passage of boats between Chicago and La Salle. The outlay up to this time had been nearly six and a quarter million dollars against less than three-quarter million, as first estimated, afterwards increased to \$4,000,000. Enlargements and betterments of the canal up to 1879 had increased the expenditures to a little over nine and a half million dollars, which had almost been met by receipts from tolls and otherwise. (See *Illinois and Michigan Canal*, also *Chicago Drainage Canal*.—*Hist. Encyc. of Ill.*, Vol. I.)

While the selection of the Chicago River as the northern terminus of the canal no doubt determined the location of the future city, it is a fact of curious interest that there were prominent men at that time who regarded the mouth of the Calumet as the most available medium for making the connection with the lake. Maj. Stephen H. Long, of the Government Engineer Corps, who had inspected the route of the proposed canal and made a report on the measure to the War Department in 1817, referring to the subject in his “Narrative of an Expedition to the Source of the St. Peter’s River in 1823,” says: “It is the opinion of those best acquainted with the nature of the country, that the easiest communication would be between the Little Calamick (Calumet), and some point of the Des Plaines, probably below the portage road.” Ex-Gov. Edward Coles, in a communication published in the “Illinois Monthly Magazine” of October, 1830, corroborated this view, favoring the route between the “Calumet of the lake and the Saganaskee” (“The Sag”), on the ground that “between these streams the summit is believed to be the lowest.”

Although the Government survey of lands about the mouth of the Chicago River took place in 1821, it was not until nine years later

that the work of platting the land now embraced within the heart of the city was begun. This followed upon the passage by the State Legislature, of an act accepting the appropriation of lands by the General Government for the construction of the canal and empowering the Commissioners, appointed by the same act, to fix the route of the canal and select the lands for that purpose. The same act authorized the Commissioners to sell the lands so selected, as well as to lay out towns and dispose of lots within the same. Up to this time no steps had been taken for the organization of a village government for Chicago. The first town to be laid out by the Commissioners under the act of 1829 was Ottawa, after which came the platting of Chicago, this work being done by James Thornton of St. Louis, who filed his plat under date of August 4, 1830. The village of Chicago, as thus platted, covered an area of about three-eighths of a square mile, embracing the southern portion of Section Nine of Township 39 North, and Range 14 East of the Third Principal Meridian, and extending from Kinzie Street on the north to Madison on the south, and from State Street on the east to Des Plaines on the west. Wolf Point was near the center of this area, while Fort Dearborn lay on the east. The first sale of lots took place September 27, 1830—130 lots being disposed of to thirty-six purchasers, at prices ranging from \$8 to \$100 each, realizing a little over \$4,500.*

The population at that time, outside of two companies of United States troops in Fort Dearborn, it has been estimated, did not exceed one hundred. This embraced a number of Indian traders, several of them being Frenchmen (or their half-breed descendants) with half-breed families. There were three taverns all located in the immediate vicinity of the forks of the river, one on the West Side, one on the North and the other on the South. The poll-book for the precinct of Chicago—then attached to Peoria County—for the election held August 2, 1830, contained thirty-two names. The precinct embraced all that portion of country between the junction of the Dupage and Des Plaines

Rivers on the west, and Lake Michigan on the east, covering an area larger than Cook County at the present day. It is probable, therefore, that the list of voters included quite a number outside of the village of Chicago. Among those who were residents of the village about 1829-30—not including those previously named—were Leon Bourassea (fur-trader); Jonathan A. Bailey, who became Chicago's first postmaster; John L. Davis, John S. C. Hogan, Stephen Mack (clerk of the American Fur Company), and a number of others whose history is unknown, but who were probably employes about the fur-trading stations, the Factor House or the fort. Stephen R. V. Forbes came the former year and, during 1830, became one of Chicago's early teachers, and two years later the first regularly elected Sheriff of Cook County.

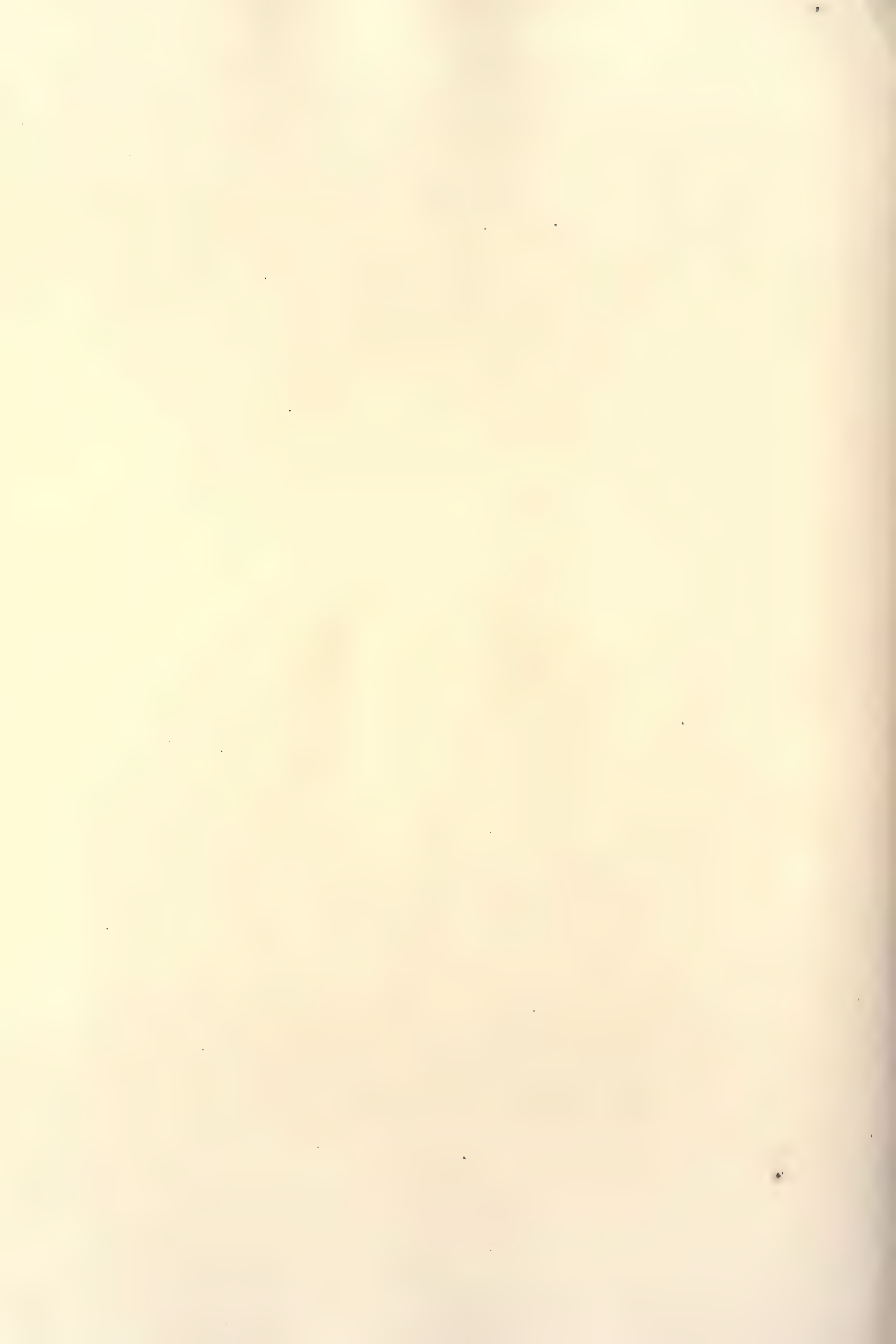
The act of the Legislature which authorized the creation of the new county and the organization of a county government, also named Chicago (as it had been laid out during the previous year by the "Land Commissioners" appointed to dispose of the canal lands), as the permanent county-seat, and empowered the County Commissioners to sell certain lands at their discretion, and apply the proceeds to the erection of a court-house and jail. Thus Chicago received its recognition as a town, though the formal organization of a village government did not come until two years later. The lands placed at the disposal of the County Board by the Canal Commissioners embraced a tract of ten acres on the south side of the river, including the present court-house square. The County Board decided to sell a part of this tract and retain the remainder as a site for the county-buildings, which has been maintained to this day. The sale took place in July, 1831, James Kinzie acting as auctioneer—the sum realized from the sale amounting to \$1,153.75.

An event of local importance this year was the payment of the annuities to the Indians in September, which was the means of bringing nearly 4,000 savages to this locality. The payment was conducted by Col. T. J. V. Owen, Indian Agent, assisted by John H. Kinzie and Gholson Kercheval. As Fort Dearborn had been evacuated by the United States troops during the preceding year, and the friction which culminated in the Black Hawk War in the following year had already become manifest on the Mississippi, there was considerable nervousness among the few white residents in view of

*James M. Bucklin, who was Chief Engineer of the Illinois and Michigan Canal in 1830, in a communication to "Pomeroy's Democrat," printed in 1876, says that the town of Chicago was platted by Captain Pope, "surveyor of the Board of Canal Commissioners" and that, "previous to the sale of lots," acting "by order of the Board," he "enlarged the boundaries of the town, extending them to the mouth of the Chicago River"—also, that the sale occurred on September 1, 1830—a statement which does not appear to have got into local history.



Franklin A. Hood



the hostile attitude manifested by some of the Pottawatomie chiefs. An outbreak was averted by the firmness and good sense of Colonel Owen and the fidelity of some of the half-breeds who had been residents of Chicago for many years, especially including in this number Capt. Billy Caldwell, the famous "Sauganash."

Although attention had been directed to the new town by its erection into the seat of justice for Cook County in 1831, its growth during the next two years was slow. Among the more important accessions to the population about this time were Col. R. J. Hamilton, George W. Dole, Mark and John Noble, Dr. Elijah D. Harmon, and a few others who, in after years, became prominent in Chicago history. Colonel Hamilton, who had been identified with the infantile banking interests for ten years in the southern portion of the State, came here early in 1831, to assume the duties of Probate Judge in the new county by appointment of Governor Reynolds. In after years he held simultaneously—besides the position of Probate Judge—the offices of Circuit and County Clerk, Recorder and Commissioner of School Lands, and was also, for a time, a Colonel of the State Militia. Mr. Dole became one of Chicago's most prominent and successful merchants and, as the associate of Archibald Clybourn, the Noble Brothers and Gurdon S. Hubbard, was one of the first to set in motion enterprises which have since grown into such vast proportions as to make Chicago the greatest stock market in the world. (See *Chicago Live Stock and Meat-Packing Industry*.)

CHAPTER XIV.

SOME INDIAN HISTORY.

THE BLACK HAWK WAR EPISODE—RECEIPT OF THE NEWS IN CHICAGO AND PREPARATIONS FOR DEFENSE—SERVICE RENDERED BY CHIEF SHABONA, BILLY CALDWELL AND ALEXANDER ROBINSON—REFUGEES SEEK SAFETY IN FORT DEARBORN—ORGANIZATION OF VOLUNTEERS—GEN. SCOTT'S TROOPS ATTACKED BY CHOLERA—THE INDIAN TREATY OF 1833—DESCRIPTION OF THE EVENT BY AN ENGLISH TRAVELER.

The events leading up to the Black Hawk

War of 1832 produced a condition approaching universal panic throughout Northern Illinois, which did not fail to communicate itself to the few residents about Chicago. The alarm was all the greater in view of the fact that Fort Dearborn was then unoccupied as a military post, the troops having been transferred during the previous year to Fort Howard (Green Bay). The first rumor of the threatened outbreak is said to have been brought to Chicago by Hon. Richard M. Young, then a Justice of the Circuit Court for the northern part of the State, who, on making the journey from Galena in company with Benjamin Mills and J. M. Strode, had learned at Dixon of the appearance of Black Hawk's hostile band on Rock River. The hostile savages did not approach nearer to Chicago than the vicinity of Naperville in Dupage County, but the alarming reports of outrages, reaching Chicago almost daily, produced the wildest consternation among its few citizens and the refugees gathered there. As he had done during the "Winnebago Scare" of 1827, the friendly Pottawatomie Chief Shabona rendered the whites valuable service by warning the settlers along the Fox River, and exerting his influence among the Pottawatomies to preserve the peace, as Billy Caldwell and Alexander Robinson did about Chicago. The pioneer families settled along the Des Plaines and Fox Rivers, sought refuge at Fort Dearborn until it was estimated that, by the latter part of May, five hundred fugitives had collected at the fort and its vicinity. Aid consisting of small companies of volunteers came from the vicinity of Niles, Mich., and Danville, Ill., while two or three small companies were organized from settlers about Chicago and refugees from the surrounding country. One of the earliest of these, organized under command of Capt. Gholson Kercheval, with George W. Dole and John S. C. Hogan, as First and Second Lieutenants, embraced among its rank and file such familiar names as Richard J. Hamilton, Isaac D. Harmon, Samuel Miller, James Kinzie, Samuel Ellis, David McKee and other well-known early settlers. Another company organized still later with Joseph Naper, one of the founders of Naperville, as its head, included P. F. W. Peck, Alanson Sweet, Lyman Butterfield, Isaac P. Blodgett (father of Judge Henry W. Blodgett), Richard M. Sweet, Calvin M. and Augustine Stowell and some twenty-five others. Another organization made up of refugees and local

settlers was under command of Capt. J. B. Beaubien, while a company of some fifty Pottawatomies, under command of Robert Kinzie, rendered good service as scouts in the region now embraced in Cook and adjoining counties. Among the settlers from distant localities who took refuge in Fort Dearborn were those from Naperville and Plainfield. At the latter place a considerable number of fugitives had taken refuge in a hastily constructed block-house, from which they were removed under escort to Chicago for safety. On June 17, Fort Dearborn was occupied by two companies of United States infantry under command of Maj. William Whistler, the son of the builder of the first Fort Dearborn. While this compelled the settlers who had taken refuge in the fort to find quarters elsewhere, it assisted to restore confidence in their general security. Besides anxiety for the safety of friends, refugees were compelled to endure many privations in the abandonment of their property and for lack of shelter and supplies. One of the tragic events of this period in the region adjacent to Chicago, was the massacre of the Hall, Davis and Pettegrew families on Indian Creek in La Salle County, in which sixteen lives were sacrificed.

On July 10, the steamer "Sheldon Thompson" reached Chicago, bringing four companies of United States troops under command of Gen. Winfield Scott, intended to reinforce the troops then in pursuit of Black Hawk. These, however, brought with them a peril no less dreaded than the Indians. Before their arrival the Asiatic cholera had obtained a foothold among the troops, and Fort Dearborn was immediately transformed into a hospital. Another detachment which arrived a week later by the "William Penn," was in a similar condition, and in the course of ten days the number of soldiers who succumbed to the fell disease has been estimated at one hundred. On the 20th of July Gen. Scott removed his command to the Des Plaines, encamping about where Riverside now is—a step which was attended with beneficial results as to their health. Soon after intelligence was received of the final defeat of Black Hawk at the Bad Axe in Wisconsin, and General Scott's forces made their way across the State to Fort Armstrong (Rock Island) without having an opportunity to participate in the war. (See *Black Hawk War*, *Hist. Ency. of Ill.*, pp. 608-615.)

THE INDIAN TREATY OF 1833.

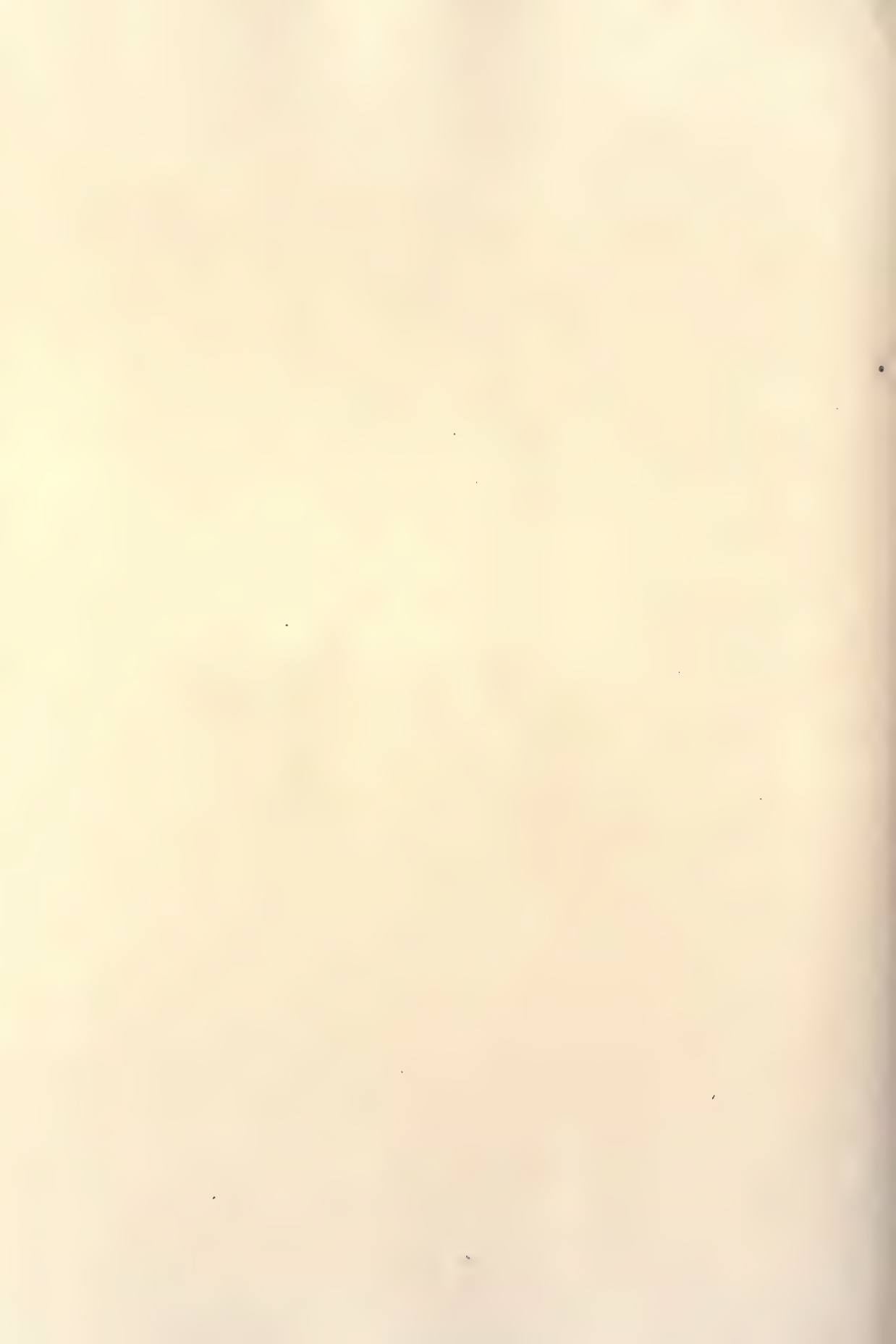
An event of importance connected with this period was the Council at Chicago with the Pottawatomie, Chippewa and Ottawa Indians, which resulted in the Treaty of September, 1833. Following upon the Black Hawk War of the previous year, it gave a new and powerful impetus to the development of the embryo city. It was estimated that 7,000 Indians were present at the council, and for days the streets of the frontier village were thronged with savages, and the shrubs lighted with their camp fires. Charles J. Latrobe, an English traveler who happened to be in Chicago at the time, has left a graphic account of the event, of which the following is a brief extract:

"We found the village on our arrival crowded to excess, and we procured with great difficulty a small apartment, comfortless and noisy from its close proximity to others, but quite as good as we could have hoped for. . . . The village and its occupants presented a most motley scene. The fort contained within its palisades by far the most enlightened residents in the little knot of officers attached to the slender garrison. The quarters were too confined to afford place for the Government Commissioners, for whom and a crowd of dependents a temporary set of plank huts were erected on the north side of the river. . . .

"With immigrants and land speculators as numerous as the sand, you will find horse-dealers and horse-stealers—rogues of every description—white, black, brown and red; half-breeds, quarter-breeds and men of no breed at all; dealers in pigs, poultry and potatoes; . . . sharpers of every degree; peddlers, grog-sellers; Indian Agents and Indian traders of every description. . . . The little village was in an uproar from morning to night, and from night to morning; for during the hours of darkness, when the housed portion of the population of Chicago strove to obtain repose in the crowded plank edifices of the village, the Indians howled, sang, wept and whooped in their various encampments. . . . All was bustle and tumult, especially at the houses set apart for the distribution of the rations. . . . Frame and clapboard houses were springing up daily under the active axes and hammers of the speculators, and piles of lumber



H. H. Houder



announced the preparation for yet other edifices of an equally light character. . . . Within the vile two-storied barrack which, dignified, as usual, by the title of hotel, afforded us quarters, all was in a state of most appalling confusion, filth and racket. . . . Far and wide the grassy prairie teemed with figures; warriors mounted on on foot, squaws and horses."

The Commissioners engaged in negotiating the treaty on the part of the United States were George B. Porter, Thomas J. V. Owen and William Weatherford, and the treaty was concluded September 26, 1838. The lands ceded by the Indians embraced a little over 5,000,000 acres in Northern Illinois and Eastern Wisconsin, in consideration for a like area west of the Mississippi, besides money and goods amounting to over \$1,000,000. A large proportion of the latter went into the hands of alleged creditors of the Indians. The affair ended in a spectacular war dance participated in by eight hundred braves.

CHAPTER XV.

CHICAGO IN DEVELOPMENT.

AN ERA OF PROGRESS AFTER THE BLACK HAWK WAR—EARLY BUSINESS AND PROFESSIONAL MEN—GROWTH IN 1833—"A VILLAGE OF PIKE COUNTY" IN 1823—CHICAGO INCORPORATED AS A TOWN IN 1833—ESTABLISHMENT OF THE FIRST NEWSPAPER—CHICAGO IN 1833-1837—THE "LAND CRAZE"—SOME CONTEMPORANEOUS DESCRIPTIONS OF THE PLACE—INCORPORATED AS A CITY—FINANCIAL REVULSION OF 1837—GROWTH IN AREA AND POPULATION FROM 1837 TO 1900.

While the Black Hawk War proved a temporary check to the growth of Chicago thus early in its history, it became the means, indirectly, of attracting wide attention to the commercial advantages of the place through the presence here of persons from distant portions of the country in the character of soldiers or otherwise. As a consequence a strong tide of immigration set in immediately thereafter, which continued with increasing volume for the next four years. Among those who arrived during this period and afterwards became prom-

inent as business or professional men, were Philo Carpenter, John S. Wright, D. Philip Maxwell, Dr. E. S. Kimberly, John D. Caton, John K. Botsford, Silas B. Cobb, Charles Cleaver, Walter Kimball, H. W. Knickerbocker, Asahel Pierce, Dr. John T. Temple and Rev. Jeremiah Porter. Up to this time Chicago was almost wholly a village of log cabins, but during the year 1833 it is estimated that one hundred and sixty-five frame buildings were erected. This was also the year of the erection of the first brick building in Chicago outside of Fort Dearborn, the builders being Alanson Sweet and William Worthington. The improvement of the Chicago harbor the same year, based upon an appropriation of \$25,000 by Congress, with the result that the channel of the Chicago River was straightened into Lake Michigan, and, on July 11, 1834, the schooner "Illinois," the first large vessel to enter the river, crossed the bar and sailed into the harbor amid great public rejoicing.

CHICAGO INCORPORATED.

Another event of 1833 was the formal incorporation of the town of Chicago, which, in "Beck's Gazetteer" (1823), had been described as "a village of Pike County" with "twelve or fifteen houses and about 60 or 70 inhabitants," and which in 1831, had become the county-seat of Cook County. The decision to incorporate was reached at a public meeting held August 5th, at which only one dissenting vote was cast. At an election for the choice of a Board of Trustees, held at the house of Mark Beaubien, 28 votes were cast, resulting in the election of Thomas J. V. Owen, George W. Dole, Medore Beaubien, John Miller and E. S. Kimberly. Owen was chosen President of the Board, Isaac Harmon Clerk, and George W. Dole Treasurer. On November 6th the limits of the town were extended to Jackson Street on the south, Jefferson Street on the west, Ohio Street on the north and State Street on the east.

Other notable events of this year were the establishment of the first newspaper—"The Chicago Democrat"—by John Calhoun, which commenced publication November 26th; * the first log-jail was built, and the first public school was opened under the instruction of Miss Eliza Chappell. During the same year occurred the sale of school lands (the 16th section) in the township embraced within the city of Chicago. These lands were located in the

very heart of the present city, the whole section, with the exception of four blocks, being sold, realizing less than \$39,000.

From 1833 to 1837 something like a "land craze" prevailed at Chicago, as at many other places throughout the West, and the increase in values, as well as in population, was phenomenal. The bona fide population of the village at the close of the year first named has been estimated at 200; in 1834 it was claimed to be 1,600; in 1836 a school census showed 3,279, and, in 1837, the first census under the new city government showed a total of 4,179.

Some contemporary opinions of the future emporium of the West will be of interest, as indicating its growth about this period. Charles Fenno Hoffman, a popular writer and, for a time, editor of the "Knickerbocker Magazine," in a series of letters under the title, "A Winter in the West," early in 1834, wrote as follows:

"The writer is informed by a gentleman recently from Illinois that Chicago, which, but eighteen months since, contained but two or three frame buildings and a few miserable huts, has now 500 houses, 400 of which have been erected this year, and 2,200 inhabitants. A year ago there was not a place of worship in the town; there are now five churches and two schoolhouses, and numerous brick stores and warehouses."

In another letter written from Chicago a few weeks later, Mr. Hoffman spoke of the town as destined, from the improvements already under way for the ensuing season, to assume a "metropolitan appearance." "As a place of business," he predicted that, "its situation at the central head of the Mississippi Valley, will make it the New Orleans of the North." One of Mr. Hoffman's letters was devoted entirely to a description of a wolf-hunt on the Des Plaines River, in which he took part with a number of ladies and gentlemen from Chicago.

Rev. John M. Peck, in his "New Guide for Emigrants for the West," published in 1836, spoke of Chicago as "the largest commercial town of Illinois . . . said to contain 51 stores, 30 groceries, 10 taverns, 12 physicians, 21 attorneys and 4,000 inhabitants."

Hon. H. L. Ellsworth, at the time Superintendent of the Patent Office at Washington, in a

volume entitled "Illinois in 1837," wrote of Chicago as follows:

"Its growth, even for western cities, has been unexampled. In Dr. Beck's Gazetteer, published in 1823, Chicago is described as a village of ten or twelve houses, and 60 or 70 inhabitants. In 1832 it contained five small stores and 250 inhabitants; and now (1837) the population amounts to 8,000 (an exaggerated estimate, however—Ed.) with 120 stores, besides a number of groceries. . . . It has also twelve public houses, three newspapers, nearly 50 lawyers and upwards of 30 physicians."

One of the most noteworthy, as well as enthusiastic descriptions of the Chicago of 1837, was contributed by a correspondent of the "Pennsylvania Inquirer and Daily Courier" of Philadelphia, over the signature, "A Rambler in the West." In one of his letters "A Rambler" writes:

"Chicago is, without doubt, the greatest wonder in this wonderful country. Four years ago the savage Indian there built his wigwam—the noble stag there was undismayed by his own image reflected in the polished mirror of the glassy lake—the adventurous settler there cultivated a small portion of those fertile prairies, and was living far, far away from the comforts of civilization. Four years have rolled by and have changed that scene. That Indian is now driven far west of the Mississippi; he has left his native hills, his hunting grounds, the grave of his father, and now is building his home in the Far West, again to be driven away by the tide of emigration. That gallant stag no longer bounds secure over these mighty plains, but startles at the rustling of every leaf or sighing of every wind, fearing the rifles of the numerous Nimrods who now pursue the daring chase. That adventurous settler is now surrounded by luxury and refinement; a city with a population of over 6,000 souls has now arisen; its spires glitter in the morning sun; its wharves are crowded by the vessels of trade; its streets are alive with the busy hum of commerce.

"The wand of the magician never effected changes like these; nay, Aladdin's lamp, in all its glory, never performed greater wonders. But the growth of the town, extraor-



Jonas Hutchinson

dinary as it is, bears no comparison with that of its commerce. In 1833 there were but four arrivals—or about 60,000 tons. Point me, if you can, to any place in this land, whose trade has increased in like proportion. What has produced this great prosperity? I answer, its great natural advantages and the untiring enterprise of its citizens. Its situation is unsurpassed by any in our land. Lake Michigan opens up to it the trade of the North and the East, and the Illinois and Michigan Canal, when completed, will open up the trade of the South and West. But the great share of its prosperity is to be attributed to the enterprise of its citizens."

How far the enthusiastic dream of "A Rambler" has been surpassed by the reality in a little more than three-score years, is a story already familiar to the world.

In common with the entire country, Chicago felt most keenly the effects of the financial revulsion of 1837. During a considerable part of the next five years, the financial disasters which had overtaken the State, compelled the suspension of work on the Illinois and Michigan Canal, which had been entered upon in 1836, and upon the completion of which the future growth of the city was so closely dependent. As a consequence there was a rapid depreciation in the value of real estate and a general stagnation in business, which had the effect to check the tide of immigration which had been so marked a feature of the four years following the Black Hawk War and the Indian treaty of 1833. About 1842 there was a revival of business and immigration, which was made evident by the State census of 1845 showing a population of over 12,000, and was still more marked by the United States census of 1850, when the population had grown to more than 28,000—an increase of over 600 per cent as compared with that of ten years previous. In 1844 it has been estimated that over 600 new buildings were erected.

On March 4, 1837, the State Legislature passed an act granting a special charter authorizing Chicago to organize a city government. The first election under this act was held on the first Tuesday in May, following, resulting in the election of William B. Ogden the first Mayor, the total vote cast being 703. The first charter fixed the term of the Mayor at one year, but in 1863 it was changed to two years.

In the sixty-eight years that have elapsed since the organization of a city government thirty different persons have occupied the chair of Mayor—eighteen under the one-year rule, and twelve under the two-year period. Of the one-year class, ten held office for one term each and eight for two terms each; while of the two-year class, nine held office for one term each, one for two terms, one (Carter H. Harrison, Sr.) five terms, and one (Carter H. Harrison, Jr.) is now (1904) serving his fourth consecutive term.

Embracing an area of 2.55 square miles at the date of its incorporation as a town in 1835, Chicago has grown by successive annexations until now (1905) it covers 190.64 square miles, including seven entire townships, viz.: North, South and West Chicago, Hyde Park, Lake, Lake View and Jefferson, with parts of Calumet, Cicero, Evanston, Maine, Niles and Norwood Park Townships.

The following table presents the population of Chicago, as officially reported at different periods during its history as a city:

1837.....	4,179	1870.....	298,977
1840.....	4,470	1880.....	503,185
1850.....	28,269	1890.....	1,099,850
1860.....	112,162	1900.....	1,698,575
Population 1903 (est.) 1,885,000.			

SUBURBAN VILLAGES ABSORBED BY CHICAGO.

One of the most noteworthy evidences of the change that has been going on in Cook County within the past twenty years, has been the absorption of outlying villages and townships within the city of Chicago. As already explained in the opening pages of this chapter, the city now embraces seven full townships, which formerly had an independent existence, while it has absorbed parts of five others. One of the interesting features in the history of these changes relates to the large number of suburban villages which have been swept into the city by the various annexations which have taken place within the past fifteen years. The fever for annexation began in 1869, and since that time there have been ten successive annexations, which have more than quadrupled the area of the city and added largely to the population by annexation alone, as well as given room for further development. Previous to the date first named, the northern limit was at Fullerton Avenue, the southern at Thirty-ninth Street, and the western at Fortieth Avenue. Since then the city limits have been

moved six and a half miles farther north, thirteen miles farther south to One Hundred and Thirty-eighth Street, four miles farther west—making the city over twenty-five miles in length from north to south, with an average width of about seven and a half miles to make up its area of 191 square miles. The record breaking year in the way of annexations was 1889, when nearly four congressional townships (about 140 square miles) were brought within the city limits. These comprised the whole of Jefferson and Lake View Townships on the north, and Lake and Hyde Park Townships on the south.

The town of Hyde Park was organized in 1861, being set apart from Lake Township, its area at first extending from Thirty-ninth Street on the north to Eighty-seventh Street on the south, and from Grand Boulevard, or South Park Avenue, on the west to Michigan on the east. In 1867 its limits were extended south to One Hundred Thirty-eighth Street on the south and to Indiana State line on the east. While Hyde Park Township, at the date of its annexation to the city in 1889, constituted a municipal corporation with a population of some 80,000, it was made up of a large number of incipient villages, or hamlets, which had sprung into existence at different periods. One of the most important of these was known as Oakland—also as Cleaverville, from Charles Cleaver who settled in Ellis Avenue south of Thirty-ninth Street in 1853. It is only possible here to make mention of some of the most important incidents in the history of this locality, but it was, for a time, the residence of some of the most prominent citizens of Chicago Village, Colehour, Cummings, Hegewisch, township were Forrestville, Egandale, Grand Crossing, Cornell, Brookline, Cheltenham Beach, South Chicago, City of Calumet, South Chicago Village, Colehour, Cummings, Hegewisch, Riverdale, Wildwood, Kensington, Roseland, Pullman, North Pullman, etc. Some of these were simply residence districts—taking their names, like Egandale and Cornell, from their most prominent families, while others, like Pullman, Colehour, Cummings, Hegewisch, Kensington, etc., were manufacturing centers, or points of junction of different lines of railroad approaching Chicago. The most important of these was Pullman, which, starting as a manufacturing suburb, grew to the proportions of a model city, and now constitutes one of the

most busy and prosperous parts of the city of Chicago.

Lake Township, one of the early voting precincts of Cook County, later one of the townships organized in 1850, and incorporated as a village in 1855, comprised within its area a number of industrial and residence centers, though not formally incorporated as villages. The most important of these was the Union Stock Yards, which would rank as a city in itself today, if the number of persons finding employment there, and the volume of financial transactions were alone taken into account. Englewood, South Englewood, and Auburn were promising residence districts, while Normalville was the location of the Cook County Normal School. South Lynn and South Brighton were also the beginnings of residence suburbs, the latter in the immediate vicinity of what is now known as McKinley Park.

On the North Side, Lake View Township, lying between the City of Chicago and Evanston, and embracing an area five miles in length, with an average of two and a half in breadth along the lake shore, and including a portion of Lincoln Park, was known previous to the annexation period as one of the choice residence suburbs of Chicago. This applies especially to the village of Ravenswood, situated on the Milwaukee Division of the Chicago & Northwestern Railroad. The first settlement was made in the township previous to 1837. The north branch of the Chicago River flows near the west line of what was Lake View Township and across its southwest corner. Rosehill and Graceland cemeteries, two of the most noted cemeteries near Chicago, are both within the limits of the original Lake View Township, now, as already explained, a part of Chicago.

Jefferson Township, originally another suburban district to the northwest of Chicago but now a part of the city, is believed to have been settled first in 1830, by John K. Clark, a relative of the Kinzies and Clybourns. Other early settlers in the township were Mark Noble, George Bickerdike and Joseph Lovell. A number of prosperous villages were located in this township previous to the date of annexation, all being now within the city of Chicago. The most important were Humboldt Park, Cragin, Avondale, Mont Clare, Forest Glen, Bowmanville, Galewood, Montrose, Garfield and Pennock. Several of these, like Humboldt Park and Garfield, have given names to important localities within the city.



MADE IN U.S.A.

C. Herendeen

CHAPTER XVI.

RAILWAY PROGRESS.

CHICAGO AS A RAILWAY CENTER—THE GALENA & CHICAGO UNION THE PIONEER LINE—PRINCIPAL LINES NOW OPERATING—STREET RAILWAY HISTORY—SURFACE AND ELEVATED LINES—INTER-URBAN TROLLEY ROADS—THE FOX RIVER VALLEY SYSTEMS—CHICAGO & JOLIET LINE.

Chicago was still in the primitive condition of a pioneer settlement and Indian trading post when railway construction began in the older sections of the Union, and had scarcely entered upon the condition of an embryonic city when the first railroad was built in the State of Illinois. Consequently it was tardy in entering upon its career of railroad construction, yet in the half-century, which has since elapsed, it has become the center of a larger mileage of tributary railway lines than any other city in the country—or, for that matter, in the world.

Of over twenty corporations now operating main or trunk lines into the city of Chicago, several have control, either by lease or purchase, of subsidiary lines leading into the city or directly tributary to it. The whole number of original lines centering at Chicago as a terminal point has numbered not less than thirty-five, of which several have been known by different names. The first railroad to be constructed with Chicago as the starting point, was the Galena & Chicago Union—now a part of the Chicago & Northwestern—originally chartered in 1836, although the work of actual construction was not fairly begun until 1847. As its name indicates, this line was intended to connect the cities of Galena and Chicago. The first ten miles of the line west from the city of Chicago were so far completed as to permit the running of a train over it in December, 1848,—an event celebrated with great enthusiasm by the people. This was ten years after the first locomotive had been placed on the track of the Northern Cross Railroad (now a part of the Wabash System), and about nine years after the completion of that line from the Illinois River to Jacksonville. The following table presents a list of the trunk line railways

centering at Chicago with the mileage operated by each, as stated in the Report of the Illinois Railway Commission for 1903:

TRUNK LINES.	MILEAGE.
Atchison, Topeka & Santa Fe.....	4,828.86
Baltimore & Ohio.....	3,832.89
Chicago & Alton.....	898.04
Chicago & Eastern Illinois.....	728.36
Chicago & Western Indiana.....	27.27
Chicago & Erie.....	249.57
Chicago & Grand Trunk.....	330.40
Chicago & Northwestern.....	7,327.38
Chicago, Burlington & Quincy.....	8,095.69
Chicago Great Western.....	846.18
Chicago, Indianapolis & Louisville (Monon Route)	536.89
Chicago, Indianapolis & Western.....	361.45
Chicago, Milwaukee & St. Paul.....	6,669.20
Chicago, Rock Island & Pacific.....	5,184.05
Cleveland, Cincinnati, Chicago & St. Louis	1,807.34
Illinois Central	4,288.13
Lake Shore & Michigan Southern.....	1,411.16
Michigan Central	1,650.18
New York, Chicago & St. Louis (Nickel Plate)	512.52
Pennsylvania Lines (Pittsburg, Ft. Wayne & Chicago).....	1,470.78
Pittsburg, Cincinnati, Chicago & St. Louis	1,356.39
Wabash	2,044.70
Wisconsin Central	815.70
Total	55,265.13

While the main lines radiating from Chicago give close connection with other trunk lines leading to both the Atlantic and the Pacific, as well as to the Gulf Coast and Canada, there are a number of short lines directly tributary to the city which add largely to the general volume of business. The gross earnings of the twenty-two roads constituting the Chicago Railroad Association for the year 1903, aggregated \$660,800,972, showing an increase of 87 per cent in the income of the same lines in the past ten years, while the increase in mileage of the same companies, during the same period, amounted to 26 per cent. The total number of passenger trains arriving at and departing from Chicago per day (Sundays excepted) at the present time (1904) amounts to 1,144, of which 333 are through express trains and 811 are accommodation and suburban trains. The aver-

age number of freight trains arriving and departing daily is estimated at 325 outgoing and 324 incoming trains, making a total of 649 within twenty-four hours. The total amount of freight handled by Chicago roads aggregates 41 per cent of the entire freight tonnage of the United States, making Chicago the largest railroad center in the world.

Besides many substations within the city limits, the general passenger business of roads entering Chicago is handled at six separate terminal stations, located in different parts of the city but conveniently accessible from the principal hotels. Central Station, located at No. 1 Lake Park Place, is used by five main lines; Dearborn Station, on Polk Street facing Dearborn, by nine lines; Grand Central Passenger Station, Harrison Street and Fifth Avenue, by five lines; La Salle Street Station, 136 to 154 Van Buren Street, by three lines; Northwestern Depot, North Wells and Kinzie Streets, by the Chicago & Northwestern; and the Union Depot, Canal and Adams Streets, by five lines.

STREET RAILWAYS.

The history of street railways in Chicago begins with the construction of a line in State Street authorized by ordinance of the City Council in 1856, and later granted special charter by act of the General Assembly, although the work of actual construction did not commence until nearly three years later. The line, as originally opened in April, 1859, extended south to Twelfth Street, and was, of course, operated by horse-power, as all street-car lines were in that day. The progress made in this department within the last forty years is indicated not only in the increased mileage, but in the style of construction, horse-power having given way almost entirely to cable and electric power. Reduced to single track, the mileage of ten surface and six elevated lines amounts to more than 1,000 miles. The following is a list of the lines as reported for July, 1901, since when there have been few changes.

SURFACE LINES.

	Trackage— in miles.
Calumet Electric Street Railway (trolley) operates 72 miles of owned and 5 miles of leased track—total	77.
Chicago City Railway (cable, trolley and horse)	209.82
General Electric (controlled by Chi-	

	Trackage— in miles.
Chicago City Railway Company—operated by storage battery....	56.
Chicago Electric Traction (trolley).	28.
Chicago General Railway (electric).	22.
Chicago Union Traction (cable and electric) includes:	
West Side System	202.70
North Side System.....	94.33
Chicago Consolidated Trac- tion	205.71
Northern Electric Railway.....	5.
South Chicago City Railway.....	37.
Total	502.74
	37.
Total	937.56

ELEVATED LINES.

As the city has extended its area and the downtown streets have become more and more congested with traffic and travel, there has been a constantly increasing demand, during the last few years, for relief by the construction of elevated lines, thereby securing both speed and safety. The first line of this class to be constructed was the South Side Elevated (popularly known as the "Alley L") chartered as the "Chicago and South Side Rapid Transit Railroad" in 1888, and completed from Congress Street to Thirty-ninth Street in 1892, and to Jackson Park (8.56 miles) in May, 1893, becoming an important factor in connection with the World's Fair. It is a double-track line with switches and sidetracks, making a total trackage of 19.44 miles.

A most important part of the elevated railroad system is the "Union Loop," extending north on Wabash Avenue to Lake Street, west on Lake to Fifth Avenue, south on Fifth Avenue to Van Buren and east on Van Buren to Wabash Avenue. The company was organized in 1894 for the purpose of constructing a road to connect the several elevated lines, and owns approximately two miles of double-track—total trackage, about four miles. The "Loop" is used for turning purposes by the following lines: Lake Street Elevated, Metropolitan West Side Elevated, Northwestern Elevated and South Side Elevated. The Union Consolidated Elevated Railroad is a short line extending in Van Buren Street from Fifth Avenue to Market Street, and is operated by the Metropolitan Elevated, furnishing the latter with a connection with the Union Loop.

The Lake Street Elevated was chartered in 1888, but not constructed until several years later. Besides the Union Loop Division it oper-



W. H. H. H.

ates 6.5 miles of double-track elevated line from Fifth Avenue to West Fifty-second Street, and 4.3 miles of surface track.

The Metropolitan West Side Elevated was organized in 1892, and in May, 1901, operated over 17 miles of road (lineal measure) exclusive of the Union Loop, made up of the main line and two branches. A part of this is 4-track and the remainder double-track, making a total of 37.9 miles single track.

The Northwestern Elevated (May, 1901), is made up of .92 mile double-track from Lake Street to Institute Place; 5.52 4-track line from Institute Place to Wilson Avenue; besides one and a half miles for storage purposes. The total length of line operated for transportation purposes in 1903 was 8.42 miles, or about 25 miles of single-track. At the present time (January, 1905) the Northwestern Elevated is constructing a line to the Ravenswood district in the northwest part of the city.

The aggregate of all the elevated lines operated in Chicago, at the present time is estimated, approximately, as follows:

	Length in miles.
Lake Street Elevated	*10.8
Metropolitan West Side Elevated.....	17.35
Northwestern Elevated	8.42
South Side Elevated	8.72
Union Loop	1.98
Total	47.27

INTERURBAN LINES.

About five years ago the attention of capitalists began to be attracted to projects for the construction of electric lines of railway, connecting various suburban towns with the city of Chicago, and during the past three years the work of construction has been going on with great activity. The earliest of these lines, known as the "Suburban Railroad," was chartered in 1895, for the purpose of constructing a trolley line connecting Chicago with Elgin, Aurora, Joliet and intermediate points. During 1900 this line was completed by way of River Forest, Riverside and Grossdale to La Grange—by way of the Chicago, Burlington & Quincy Railroad some fourteen miles from the city—and the company has been operating over 33½ miles of owned single track, besides 22¼ miles of leased track belonging to the Chicago

Terminal Transfer Company, thereby securing connection with Oak Park, Ridgeland, Harlem and the Metropolitan West Side Elevated Road.

One of the most extensive interurban lines projected is the Aurora, Wheaton & Chicago Railroad, designed to connect the places named in the title. Early in 1901 the company absorbed several other similar enterprises, including the Elgin, Carpentersville & Aurora; the Aurora Street Railway; the Aurora & Geneva; the Aurora, Yorkville & Morris, and the Geneva, Batavia & Southern. When completed, the parent road, extending from Fifty-second Avenue in Chicago (where it has connection with the Metropolitan Elevated), will connect with Wheaton, Aurora, Elgin, Warrenhurst and Batavia—a total of 55 miles. About July 1, 1901, it had 71 miles, single-track measurement, in operation, and before the close of the year the principal towns of the Fox River Valley between Yorkville, in Kendall County, and Dundee, in Kane County, were in communication with each other and the city of Chicago. Ultimately these rural lines will establish connections with similar lines extending to Rockford, Belvidere, Freeport, etc., forming a perfect network of electric lines over Northern Illinois.

One of the most important of these interurban lines is the Chicago & Joliet, extending from Forty-eighth Street and Archer Avenue in the city of Chicago to Joliet—a distance of 40 miles—which was opened in September, 1901, and will, no doubt, be extended down the valley of the Illinois, and ultimately form a connection with rural lines projected and in process of construction from Springfield and Bloomington northward. The total trackage of the Joliet line (1903) aggregates 48½ miles.

The Chicago & Milwaukee Electric Railway, designed to connect Chicago with Milwaukee and intermediate points, has been completed (1901) to Waukegan, a distance of 30 miles from the city limits and 28 miles from Evanston.

The Hammond, Whiting & East Chicago Electric Railway, extending from Hammond to East Chicago and Whiting in Lake County, Ind., though wholly within the State of Indiana, is directly connected with the Chicago system. The company owns 22 miles of trolley line.

*4.3 miles of this line is surface road.

CHAPTER XVII.

POLITICAL.

CHICAGO AS A POLITICAL CENTER—NATIONAL POLITICAL CONVENTIONS—NOMINATION OF LINCOLN IN 1860—OTHER NOTABLE CONVENTIONS—CITIZENS OF COOK COUNTY WHO HAVE HELD STATE OFFICES—COOK COUNTY CITIZENS IN THE COUNCILS OF THE NATION—UNITED STATES SENATORS AND REPRESENTATIVES IN CONGRESS—PRESENT REPRESENTATION (1904) IN CONGRESS—LEGISLATIVE DISTRICTS IN COOK COUNTY.

The importance of Chicago as a political center is indicated in the fact that, within the last forty-four years (1860-1904), it has been the point for the holding of more National conventions of the respective political parties than any other single city in the country since the foundation of the Republic. Commencing with the memorable convention of May 16, 1860, which resulted in the nomination of Abraham Lincoln for President, and Hannibal Hamlin, of Maine, for Vice-President, there have been six National conventions of the Republican party and four Democratic. The dates of Republican conventions, besides that of 1860, have been as follows: May 21, 1868, at which Gen. U. S. Grant was nominated for the Presidency and Schuyler Colfax for Vice-President; June 2-8, 1880, resulting in the nomination of James A. Garfield and Chester A. Arthur; June 3, 1884, when James G. Blaine and Gen. John A. Logan were nominated for President and Vice-President; June 20-25, 1888, which ended in the first nomination of Benjamin Harrison for President and Levi P. Morton for Vice-President; the sixth being the convention of June 21-23, 1904, at which Theodore Roosevelt was nominated for the Presidency and Charles W. Fairbanks of Indiana, for the Vice-Presidency. Of these conventions, that of 1860, marking the beginning of Republican rule in national affairs and the agitation which terminated in the Civil War; that of 1880, when a sturdy struggle was made for the nomination of Gen. Grant for the Presidency for a third term, and that of 1904, at which the nomination of both candidates on the national ticket

was accomplished by acclamation, will generally be regarded as most noteworthy.

The National conventions of the Democratic party were held, respectively, August 29, 1864—this date being a postponement from July 4 preceding—which ended in the nomination of George B. McClellan and George H. Pendleton; July 10, 1884, when Grover Cleveland was nominated for the first time; June 21, 1892, when Mr. Cleveland received his third nomination for the Presidency, with Adlai E. Stevenson, of Illinois, as his running mate for the Vice-Presidency; while the fourth was that of July 7-10, 1896, at which William J. Bryan received his first nomination for the Presidency. Of these the conventions of 1864 and 1896 were probably the most notable—the first resulting in the choice of a candidate for the Presidency of a man who had been in command of the Union armies in the field on a platform declaring the war "a failure;" while the second was notable for the display of oratory during its deliberations and the declaration of the party in favor of free-coinage of silver on the basis of 16 to 1 of gold—a position which the party maintained for the next eight years. On the other hand, the conventions of 1884 and 1892—at both of which Mr. Cleveland was nominated for the Presidency—resulted in the only successes which the party has attained in national campaigns since 1856.

CITIZENS OF COOK COUNTY WHO HAVE HELD STATE OFFICES.

While Chicago has been an important and constantly growing factor in National and State politics, the number of its citizens who have held executive and other prominent positions in connection with the National and State governments has not been large. Up to 1904 only two citizens of Cook County had held the office of Governor, viz.: John L. Beveridge, who was elected Lieutenant-Governor on the same ticket with Governor Oglesby, and, on the election of the latter to the United States Senate ten days after his inauguration, succeeded to the governorship; and John P. Altgeld, who was elected Governor in 1892. November 8, 1904, Charles S. Deneen, who had previously served as a member of the lower branch of the General Assembly from Cook County, and two terms in the office of State's Attorney, was elected Governor on the Republican ticket by the unprecedented plurality, for the whole



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State, of over 300,000 votes, of which Cook County furnished over 130,000—his majority within the county over all other candidates for the office of Governor being 81,560 votes.

Those who have held the office of Lieutenant-Governor by election, have been: Hon. Francis A. Hoffman, 1861-65 (elected with the first Gov. Richard Yates); William Bross, 1865-69; John L. Beveridge, Jan. 13 to 23, 1873, when he succeeded to the governorship; Andrew Shuman, 1877-81; Gen. John C. Smith, 1885-89.

The only citizen of Cook County who ever occupied the office of Secretary of State was David L. Gregg, who had previously been a citizen of Will County and editor of the first paper established at Joliet. He held the office from 1850 to 1853, as successor to Horace S. Cooley, who died in office during the year first named. Gregg had previously been a member of the Legislature from the Will County District, and after his retirement from the Secretaryship, served as Commissioner to the Sandwich Islands by appointment of President Pierce.

The following citizens of Cook County have served in the office of State Treasurer: Gen. George W. Smith, 1867-69; Edward Rutz, 1881-83—having previously served two terms as a resident of St. Clair County; Jacob Gross, 1885-87; Henry Wulff, 1895-97; Henry L. Hertz, 1897-99.

COOK COUNTY CITIZENS IN THE NATIONAL COUNCILS.

In the councils of the Nation Chicago has exerted a marked influence, although, of twenty-seven men who have held the position of United States Senator from Illinois, for one or more terms, up to the present time (1904), only five were residents of Chicago for at least a part of their terms of service, though men of wide national reputation. The list includes the names of Stephen A. Douglas, who was Senator from 1847 to 1861; Lyman Trumbull, 1855 to 1873; John A. Logan, 1871 to 1877 and 1879 to 1886; Charles B. Farwell, 1887 to 1891, and William E. Mason, 1897 to 1903. Of these all except Farwell and Mason were elected for three terms each, Douglas and Logan dying before the expiration of their last term, while Trumbull served his full period of eighteen years. At the time of his first election, Doug-

las was a resident of Quincy, afterwards becoming a citizen of Chicago, while Trumbull entered the Senate as a citizen of Belleville, but before the beginning of his second term removed to Chicago. Logan, Farwell and Mason were residents of Chicago during their entire incumbency in the Senate. Senator Farwell's service of four years was as successor to Senator Logan, filling the unexpired term of the latter who died in 1886 after his third election in 1885.

As Chicago and Cook County have increased in population they have steadily increased in the number of their Representatives in Congress, until now, under the apportionment adopted by the General Assembly of 1901, dividing the State into twenty-five Congressional Districts in accordance with the census of 1900, nine Districts are assigned wholly to Cook County and the tenth to Cook in conjunction with Lake County. Of Cook County Districts, six—the First, Second, Fourth, Fifth, Eighth and Ninth—lie wholly within the Chicago city limits, while the Third, Sixth and Seventh each embrace parts of the city and country towns. The Tenth District, as already stated, embraces Lake County, with a portion of the city of Chicago and several northern townships of Cook County.

John Wentworth, the second newspaper editor in Chicago, was the first citizen of Chicago to hold a seat in the lower house of Congress from the district of which Cook County then formed a part, being elected for six terms between 1842 and 1866. Other citizens of Chicago and Cook County who have represented the city and county in the Congressional House of Representatives have been: James H. Woodworth (one term), 1855-57; John F. Farnsworth (two terms), 1857-61—later a resident of Kane County; Isaac N. Arnold (two terms), 1861-65; Norman B. Judd (two terms), 1867-71; John L. Beveridge for State-at-large, 1871-73; Charles B. Farwell, 1871-75 and 1881-83; John B. Rice, 1873-74 (died in office); Jasper D. Ward, 1873-75; B. G. Caulfield (as successor to Rice), 1875-77; Carter H. Harrison, 1875-79; John V. LeMoyne, 1876-77; William Aldrich, 1877-83; Lorenz Brentano, 1877-79; George R. Davis, 1879-85; Hiram Barber, 1879-81; R. W.

Dunham, 1883-89; John F. Finerty, 1883-85; George E. Adams, 1883-91; Frank Lawler, 1885-91; James H. Ward, 1885-87; William E. Mason, 1887-91; Abner Taylor, 1889-93; Lawrence E. McGann, 1891-97; Allen C. Durborow, 1891-95; Walter C. Newberry, 1891-93; J. Frank Aldrich, 1893-97; Julius Goldzier, 1893-95; William Lorimer, 1895-1905; Charles W. Woodman, 1895-97; George E. White, 1895-99; Edward D. Cooke, 1895-97 (died in office after re-election); George Edmund Foss, 1895-1905; James R. Mann, 1897-1905; Hugh R. Belknap, 1897-99; Daniel W. Mills, 1897-99; Henry Sherman Boutell, vice Cooke, 1897-1905; George P. Foster, 1899-1905; Thomas Cusack, 1899-1901; Edward T. Noonan, 1899-1901; John J. Feely, 1901-03; James J. McAndrews, 1901-03; William F. Mahony, 1901-05; Martin Emerich, 1903-05. The Representatives in the Fifty-eighth Congress (1903-05), representing districts comprised, in whole or in part, within Cook County, are: First District—Martin Emerich (Dem.); Second District—James R. Mann (Rep.); Third District—William Warfield Wilson (Rep.); Fourth District—George P. Foster (Dem.); Fifth District—James McAndrews (Dem.); Sixth District—William Lorimer (Rep.); Seventh District—Philip Knopf (Rep.); Eighth District—William F. Mahony (Dem.); Ninth District—Henry Sherman Boutell (Rep.); Tenth District—George Edmund Foss (Rep.)

REPRESENTATION IN GENERAL ASSEMBLY.

Under the act apportioning members of the General Assembly, Cook County is divided into nineteen Legislative Districts, of which fourteen are wholly within the city of Chicago; four composed of city territory and country towns combined, and one consisting wholly of rural territory. The city districts are numbered First to Fifth consecutively, the Ninth, Eleventh, Seventeenth, Twenty-first, Twenty-fifth, Twenty-seventh, Twenty-ninth and Thirty-first; the city and country districts being the Sixth, Thirteenth, Nineteenth and Twenty-third, and the sole country district the Seventh. The county is thus entitled to 19 Senators and 57 Representatives—making a total representation in both branches of the Legislature of 76, a little over one-third of the representation of the whole State.

CHAPTER XVIII.

PARKS AND BOULEVARDS.

GENERAL HISTORY—BEGINNING OF THE PARK SYSTEM—FIRST PARK NAMED FOR THE MARTYRED PRESIDENT—STATISTICS OF COST AND AREA OF PARK SYSTEMS IN THE THREE SEVERAL DIVISIONS—PROJECTED PARKS ON THE DES PLAINES AND CALUMET RIVERS.

Geographically considered the most picturesque feature of modern Chicago rests upon its extensive system of public parks, a portion of which is located in each of the three divisions into which the city is divided, the whole being united by a system of improved boulevards and driveways making a complete circuit of the city. The park system had its origin in an act of the Legislature in 1837 granting to the town of Chicago a lot of canal land near the town plat on the North Side, to be used as a burial ground, and paid for by the town at the valuation afterwards to be set upon these lands by the State. During the cholera epidemic of 1852, a considerable tract was purchased in the same vicinity, for the purpose of establishing a hospital and quarantine grounds. By 1858 the city had grown around the cemetery, and considerable opposition began to be manifested to the maintenance of a cemetery within the city limits. This led to the passage of an ordinance by the City Council in 1859, prohibiting the further sale of lots within the cemetery. During the next year the question of dedicating a portion of these lands for use as a public park began to be agitated, and, early in 1860, an ordinance was adopted limiting burials to the portion already subdivided for that purpose, and reserving the north sixty acres to be used as a public park, or for such purpose as the Common Council might direct. Two years later a beginning had been made in the laying out of roads and walks and the clearing of ground in the portion of the tract reserved for park purposes, the prosecution of the work being in charge of the Commissioners of Public Works. Early in 1864 an ordinance was passed setting aside the whole of this tract (including the cemetery grounds) for a public



James J. Healy
Capt & Adj

park, and giving it the name of "Lake Park." The further sale of lots for cemetery purposes was also prohibited and, in 1866, an ordinance was adopted prohibiting any more burials in the cemetery, and the removal of bodies to other burial grounds, which had already begun, became general.

Up to 1864 the appropriations for the improvement of the park had been insignificant, and very little real progress had been made. In June, 1865—a few weeks after the assassination of President Lincoln—the name of Chicago's pioneer park was changed by ordinance to "Lincoln Park," and, with the increased interest produced by attaching to it the name of the "Martyred President," the work of development appears to have begun in earnest. The appropriation for this year amounted to \$10,000, which enabled the Commissioners to employ a landscape gardener to lay out walks and drives. In 1868 the expenditures in construction of drives and walks, transplanting trees and digging sewers, exceeded \$20,000. A new and most important step was taken in 1869, when, by three separate acts of the Legislature, the regulation of the Chicago park system came under control of State laws providing for the improvement of parks in each of the three divisions of the city, each being under control of a separate Board of Commissioners. These will be treated of separately under their respective heads.

NORTH PARK SYSTEM.

A concise history of Lincoln Park—which virtually constitutes the whole of the North Park System—has been given up to the time of its passing under control of a Board of Park Commissioners appointed under act of the State Legislature. This step was taken in the passage of an act, approved February 8, 1869, which named E. B. McCagg, John B. Turner, Andrew Nelson, Joseph Stockton and Jacob Rehm as the first Board of "Commissioners of Lincoln Park." In 1871 the appointing power was placed in the hands of the Governor, by and with the advice and consent of the Senate, the number of the Commissioners remaining unchanged until 1897, when it was increased from five to seven.

As would naturally be inferred from its history as the original park enterprise in the City of Chicago, the equipment of Lincoln Park as to improvement of grounds, walks and

drives, landscape gardening and greenhouses, lakes and other water-ways, fountains, monuments and statuary, zoological collections, etc., is the most complete and extensive in the city, and surpasses any other in the United States, unless it be that of Central Park in New York City. At the same time the area occupied for park purposes is smaller than that of either of the other divisions of the city, being less than half that of the West Side system (including boulevards), and less than one-third of that of the South Side. Besides Lincoln Park, proper, two other small parks—extending from North Avenue on the south to Diversey Boulevard on the north—constitute a part of the North Park system, viz.: Chicago Avenue Park and Union Square. The area of these, with the boulevards attached, as shown by the report of the Park Commissioners for 1900, is as follows:

	AREA IN ACRES.
Lincoln Park	308.072
Chicago Avenue Square.....	9.160
Union Square .....	.462
All Boulevards	91.433
Total	499.127

(Since 1900 the Oak Park Triangle embracing an area of 9 acres has been added to the system, making a total, with boulevards, of 418.433 acres.)

The total length of improved boulevards in miles (1901) approximated $8\frac{1}{2}$ miles, while the improved walks and drives within the park aggregated a little over 25 miles. Work is now in progress (1904) on the Shore Boulevard extending from Indiana Street to Lincoln Park. In addition to about 41 acres of water surface (ponds and lagoons) within the park, Lincoln Park has a water frontage of $4\frac{1}{2}$ miles along the lake shore, which is traversed through its entire length by the famous Lake Shore Drive. An extension of Lincoln Park on the north by the filling in of the lake front is contemplated, which is expected to add about 213 acres to its area.

The buildings in Lincoln Park are the most extensive of those of any park in the city, including "The Zoo" which, with its collection of animals, is an especially attractive feature for visitors; the Matthew Lafin Memorial Building, which furnishes offices for the Park Commissioners and houses the treasures

of the Academy of Sciences; and the great conservatory, which is approached by terraces at the north end of the park. Besides the colossal statue of Abraham Lincoln facing the southern entrance to the park, there are statues of General Grant, Schiller, Linne, Franklin, Shakespeare, La Salle, Hans Christian Andersen, Beethoven, Garibaldi and "Peace," represented by an Indian (in bronze) astride a horse—several of these statues being gifts from citizens of different nationalities.

The stupendous character of the work accomplished by the development of Lincoln Park and its connecting systems of boulevards, in thirty-two years, is indicated by the fact that, between 1869 and January 1, 1901, the total expenditures for park purposes (purchase of ground, erection of buildings and other improvements) amounted to \$8,808,121.31. The receipts of the Board of Commissioners within the same time aggregated \$8,921,002.79, of which \$5,104,815.06 was obtained by general taxation, and the remainder (\$3,816,187.73) derived from special assessments and other sources.

The Lincoln Park Commission for 1904 embraces the following names: W. W. Tracy (President), Bryan Lathrop (Vice-President), F. H. Gansbergen, J. H. Hirsch, Burr A. Kennedy, Gustave Lundquist and F. T. Simmons; with R. H. Warder, Superintendent and Secretary; Edward Dickinson, Treasurer; and Frank Hamlin, Attorney.

SOUTH PARK SYSTEM.

The creation of the South Park system followed closely upon the organization of Lincoln Park under authority of State law, and was undoubtedly the result of the rivalry aroused by that act between the different divisions of the city. The act authorizing the appointment of a Board of South Park Commissioners, and empowering them to purchase lands and improve the same, passed the Legislature and received the approval of Gov. John M. Palmer, February 24, 1869—only about two weeks after the creation of the Lincoln Park Board. The first Board of Commissioners appointed consisted of John M. Wilson, George W. Gage, Chauncey T. Bowen, L. B. Sidway and Paul Cornell. The number of Commissioners, originally fixed at five, has remained unchanged, their appointment being placed in the hands of the Judges of the Circuit Court of Cook County. Plans were prepared for the develop-

ment of a park system for the towns of South Chicago, Hyde Park and Lake, by Messrs. Olmstead and Vaux, landscape architects, but active work was soon suspended in consequence of the fire of 1871, but resumed the following year. As it now stands, the South Park system is the most extensive in the city, embracing six park districts varying in area from 20 to approximately 524 acres each, with 17.28 miles of boulevards. The two largest park areas are embraced in Jackson and Washington Parks, with the connecting Midway Plaisance, making a total of about 975 acres. On January 10, 1901, a tract known as Brighton Park, just east of the South Branch and north of Thirty-ninth Street, was transferred to the South Park Commissioners at a cost of \$85,827.50, and by action of the Board on October 9th following, received the name of McKinley Park. By act of the General Assembly of 1901, what was known as Lake Front Park, extending along the lake shore from Monroe Street on the north to Park Place on the south, and east of Michigan Avenue, was changed to Grant Park. This park is already the site of the Chicago Art Institute and of the equestrian statue of Gen. John A. Logan.

The following table exhibits the area of the several South Side parks, with the amount of improved lands belonging to each, as shown by the Report of the South Park Commissioners for December 1, 1900, except as to McKinley Park, which was acquired since January 1, 1901:

	IMPROVED AREA IN ACRES.	TOTAL AREA IN ACRES.
Jackson Park	290.86	523.9
Washington Park ..	371	371
Grant Park	25.13	186.43
Gage Park	5	20
Midway Plaisance..	80	80
McKinley Park		34.33
Total	771.99	1,215.66
Area of Boulevards		318.88
Grand Total of System....		1,534.54

Since the above table was prepared, under the provisions of an act of the Legislature passed in 1903, 14 new parks have been added to the South Park System, of which Marquette Park is the largest, with an area of 322.68 acres, making a total of 20 parks under the management of the South Park Board, and



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increasing the total area to 1,872.96 acres. The areas of the smaller parks range from five to about 60 acres each. Considerable improvements have been made in Jackson and McKinley Parks, an extensive outdoor swimming pool having been constructed in the latter, but the most extensive improvements are contemplated in Grant (formerly Lake Front) Park, which is now in process of enlargement to something like 200 acres by filling in the lake east of the Illinois Central Railroad. In addition to this it is proposed to construct a boulevard along the harbor line, which will be 220 feet wide and over a mile in length. The Michigan Avenue side of this park north of Monroe Street, will be the site of the new Crerar Library, which with the Field Columbian Museum, also to be erected on the park grounds, and the Art Institute already in existence, will be the most conspicuous buildings and attractive centers of future Chicago. One of the improvements contemplated for McKinley Park is a monument to President McKinley, for whom the park is named.

Of ten boulevards belonging to the South Park system, with a total length of 17.28 miles, Michigan Boulevard is the longest, with a lineal measurement of $5\frac{3}{4}$ miles, while the Drexel, Garfield and Western Avenue Boulevards have each a width of 200 feet and Grand Boulevard 198 feet. The aggregate length of improved drives, including those within the parks as well as the boulevards, is 41.75 miles.

Jackson Park and its associated Midway Plaisance acquired a world-wide celebrity as the site of the World's Columbian Exposition of 1893, the total area occupied for that purpose being 666 acres. This event gave an impulse to the improvements in Jackson Park, which has since been followed up by the Commissioners with great vigor and successful results, making it one of the most attractive pleasure grounds in the city. The Field Museum (ultimately to be transferred to Grant Park), though not under the management of the South Park Commissioners, is one of the noteworthy attractions of the park, while the Convent Building (another relic of the Exposition of 1893), has been used with most satisfactory results during the summer months as a fresh air sanitarium for children. A large space in both Jackson and Washington Parks, as well as in the Midway Plaisance, is set apart for athletic sports.

The total assets of the South Park system on December 1, 1900, were \$16,279,640.02, of which \$16,180,042.68 represented expenditures in the purchase of lands, cost of improvements, maintenance, etc., since its organization in 1869. Adding \$85,827.50 expended in the purchase of Brighton (now McKinley) Park, since January 1, 1901, makes the cost of the park system, up to that date, in excess of sixteen and a quarter million dollars.

The South Park Commission at the present time (1904) consists of William Best, Jefferson Hodgkins, Henry G. Foreman, Lyman A. Walton and Daniel F. Crilly, with Mr. Foreman as President of the Board, Mr. Best, Auditor; Edward G. Shumway, Secretary, and John R. Walsh, Treasurer.

WEST CHICAGO PARK SYSTEM.

The West Chicago Park system dates its origin back to an act of the Legislature, approved February 26, 1869, two days after the incorporation of the South Park system. The first Board of Commissioners for the West Chicago Park system was appointed by the Governor April 26, 1869, consisting of Charles C. P. Holden, Henry Greenebaum, George W. Stanford, Eben F. Runyan, Isaac R. Hitt, Clark Lipe and David Cole. The number of the members—originally fixed at seven, appointed by the Governor—has remained unchanged ever since. The system is made up of three principal parks, with six minor ones, all being connected by a boulevard system embracing a greater mileage and larger acreage than any other system in the city. The following is a list of the several parks with the area of each in acres, as per the Report of the Commission for the year ending December 31, 1900:

	ACREAGE.
Humboldt Park	205.865
Garfield Park	187.534
Douglas Park	181.991
Union Park	17.37
Jefferson Park	7.026
Vernon Park	6.14
Campbell Park	1.38
Wicker Park	4.03
Shedd's Park	1.134
Holstein Park	1.94
Total	614.41
Area of boulevards.....	374.396
Total area of system.....	988.806

The West Park system embraces twelve boulevard lines, aggregating 21.75 miles in length and connecting the several parks with each other and with the North and South Side systems. The longest of these is Washington Boulevard, which has a lineal extent approximating five miles, while Humboldt, Franklin, Douglas and Marshall cover the largest area, having a width of 250 feet each through their entire length, which, for a small section of Humboldt Boulevard, is increased to 400 feet, with a lawn in the midway. Jackson Boulevard extends by a direct east and west line from Garfield Park through the South Side to Lake Michigan. The area of water surface (lakes and lagoons) within the parks aggregates 70 acres, and the improved lawns, 243 acres, leaving a balance of nearly 300 acres of unimproved lands belonging to the system.

Notwithstanding some financial reverses, especially that growing out of the defalcation of the Park Board Treasurer in 1896, there has been much activity in the development of the West Side Park system during the past few years. The total cost of the entire park system from its organization in 1869 to January 1, 1901 (exclusive of special assessments), amounted to \$11,027,243.68, of which \$7,145,981.43 was on account of lands and improvements, and \$3,775,339.44 for maintenance. The amount received on special assessments for boulevard improvements and maintenance during the same time has been \$2,107,194.56, making a grand total of \$13,134,438.24 for the entire West Park system.

The West Chicago Park Commission of seven members (1901) is as follows: Fred A. Bangs (President), Andrew J. Graham, Charles W. Kopf, C. Lichtenberger, Jr., Gabriel J. Norden, Edward H. Peters and Frederick Schultz, with Col. Walter Fieldhouse, Secretary; F. W. Blount, Treasurer, and William J. Cooke, General Superintendent.

SUMMARY.

A consolidated statement of the several park systems of the city of Chicago, as they exist at the present time (1904), presents the following results as to number of both parks and boulevards, with area of the former in acres, and mileage of the latter:

	No.	Area in acres.	No. of Blvds.	Miles.
South Park System..	20	1,872.96	10	17.28
West Park System..	17	644.41	12	23.14
Lincoln Park System	9	549.69	12	9.22
School Parks (City).	38	102.00	..	...
Totals	84	3,169.06	34	49.64

The area of the boulevards—reported in 1901 at 734.71 acres, and which has not materially changed since then—would make the combined area of parks and boulevards 3,903.77 acres. Of this area nearly 2,200 acres, or more than one-half of the whole, is in the South Park District. The largest acreage in boulevards belongs to the West Park system.

EXPENDITURES OF PARK BOARDS TO JANUARY 1, 1901:

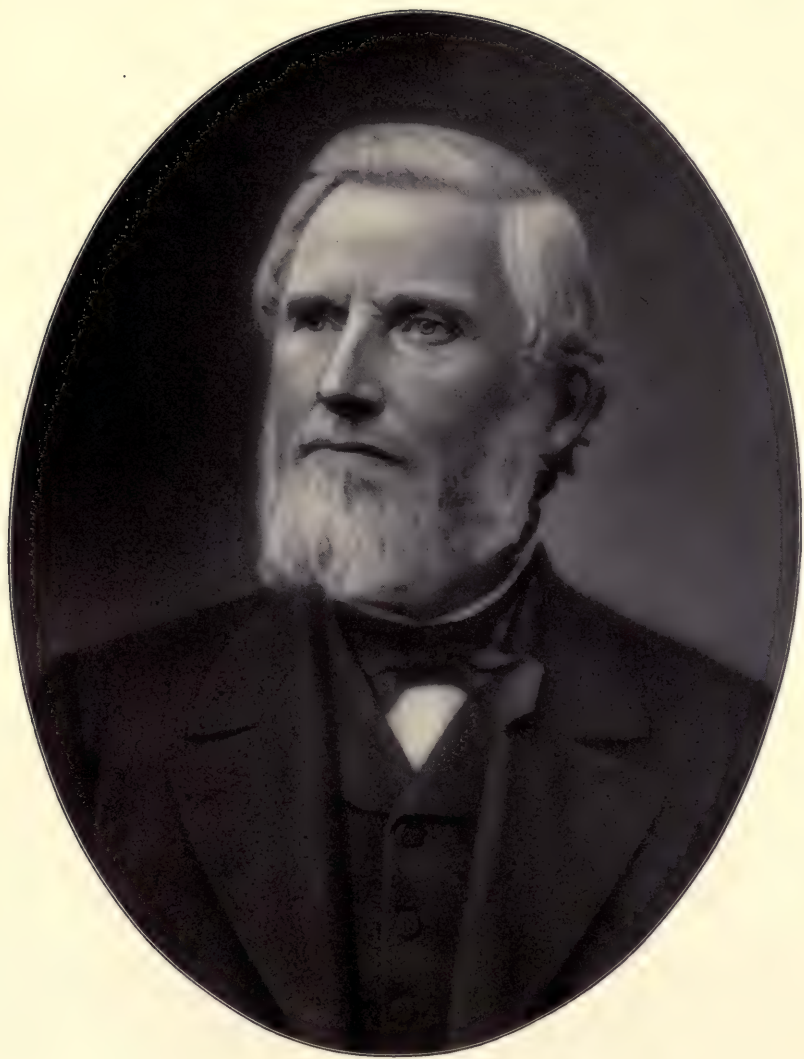
Lincoln Park System	\$ 8,808,121.31
South Park System	16,180,042.69
West Park System	13,134,438.24
Grand total	\$38,122,602.24

HISTORIC DEARBORN PARK.

Dearborn Park, the most historical of all the Chicago Parks, embracing, as it does, a considerable portion of the site of the old Fort Dearborn, is occupied by the Chicago Public Library and Memorial Hall building. The ground on the east side of Michigan avenue opposite Dearborn Park, constituting the northern portion of what has been known as Lake Front Park, still remains under the jurisdiction of the Commissioner of Public Works. By act of the Forty-second General Assembly (1901) the portion of this tract lying between Madison and Monroe streets, was set apart, under certain conditions, to be used as the site of the John Crerar Library, which will, in all probability, be erected within the next three years.

SCHOOL PARKS.

In addition to the larger parks, already enumerated, to which the Park Boards are making frequent additions, a plan was set on foot about 1900, for the purpose of establishing playgrounds in connection with various public schools. These remain under control of the City Council, but are managed by a special commission consisting of members of the City Council, representatives of the Park Boards and of the County Board, besides citizens representing different professions and classes of business, the object being to secure the aid of practical architects, civil engineers, landscape gardeners and advisers as to sanitary condi-



James Harber



tions. The extension of the system is being actively agitated and, at a meeting of the City Council held in October, 1904, authority was granted to purchase 25 playgrounds in addition to the eight or nine already in use. It is claimed that these playgrounds are having a decidedly beneficial effect upon the children in the neighborhoods provided with them.

OUTER-BELT PARK SYSTEM.

On April 21, 1904, an organization was effected of what is known as the "Outer-Belt Park Commission" under authority granted by the Board of Commissioners of Cook County, August 3, 1903. The commission is made up of ten prominent citizens representing the city and county, the Mayor of Chicago and four Aldermen, three members of each Park Commission, and four members and the President of the Board of County Commissioners, its object as defined in its constitution being "to devise plans and means, and do all things that may be necessary, to create a system of outer parks and boulevards encircling the city of Chicago," on the ground that such improvements are needed for the health and comfort of the people of the city and its suburbs. The scheme contemplated by this commission looks to the establishment of a system of suburban parks on the northern border of the city, along the Des Plaines on the west, in the Calumet region on the south, and eventually possibly along "the Sag" in Palos Township in the southwest. All these localities afford important advantages for improvements of this character, and while the Park Board has but recently effected its organization, it is proposed to take up its labors energetically during the present year. Both the Des Plaines and the Calumet regions are convenient of access from the central portions of the city, and, as the population in these sections becomes more and more congested, the demand for larger breathing places will become more urgent. In support of the argument for an increased park area for the benefit of the citizens of Chicago, it is shown that the city stands nineteenth in a list of principal cities of the United States, in park and reservation areas in proportion to population, the total (in acres) for Chicago, being 3,174 against 12,878 for Boston; 8,074 for New York; 3,503 for Philadelphia; 2,911 for Washington, D. C., and 2,183 for St. Louis. The proportions of popu-

lation to each acre of park and reservation area for these and other cities are as follows: Los Angeles, Cal., 36.1; Boston, 46.8; Minneapolis, 153.6; St. Paul, 103.4; New York, 443.9; Philadelphia, 427.8; St. Louis, 320.3; New Orleans, 507.6; Baltimore, 520.4; and Chicago—the largest population in proportion to park area—702.9 population per acre. In the event that the plans of the Outer-Belt Park Commission are carried into effect, it may be expected that Chicago will ultimately rival Boston in the aggregate of its park area, if not in its proportion as to population.

NORTH SHORE PARK DISTRICT.

In addition to the park systems already enumerated, what is known as the North Shore Park District has been organized within the past two years, for the development of a park system in the northern section of the city, but the Board of Commissioners has so far devoted its attention chiefly to the subject of boulevards.

CHAPTER XIX.

NOTABLE EVENTS.

REPUBLICAN NATIONAL CONVENTION OF 1860—THE CAMP DOUGLAS CONSPIRACY—SOME OF ITS PRINCIPAL ACTORS—EXPOSURE AND DEFEAT—THE CONFLAGATION OF 1871—VAST DESTRUCTION OF PROPERTY AND HOMES—AREA BURNED OVER—RELIEF MEASURES—THE HAYMARKET MASSACRE—CONVICTION AND PUNISHMENT OF THE CONSPIRATORS—LABOR STRIKES—HEAVY LOSSES OF EMPLOYERS AND EMPLOYED.

While Chicago has been the theater of many important and far-reaching events, such as the nomination here, on the 16th day of May, 1860, of the first successful Republican candidate for the Presidency in the person of Abraham Lincoln, whose election and inauguration proved the forerunner of the attempted secession of eleven Southern States and a four-years' war in the effort to perpetuate negro slavery under the auspices of a "Southern Confederacy," only a few of the more notable of these events can be noticed in a volume of this character. One

of those deserving special mention in this connection, both on account of its importance from a national point of view and its relation to local history, is what is known as the "Camp Douglas Conspiracy." This was a plot entered into early in 1864, by a number of rebel leaders in the South or their agents with confederates connected with certain treasonable organizations in the North, which had for its object the securing by force of the liberation of the rebel prisoners confined in certain Northern prison-camps, especially those at Chicago, Rock Island, Springfield and Alton in this State. Camp Douglas—from which the plot took its name, in view of the fact that it contained a larger number of prisoners than any of the others named and was the center of greatest activity on the part of the conspirators—had been established during the first year of the war on an irregular block of ground within the present limits of the city of Chicago between Thirty-first Street and Thirty-third Place, and Cottage Grove and Forest Avenues. This was a part of the ground which had been originally donated to the old University of Chicago, by Senator Stephen A. Douglas, from whom it took its name. Originally established as a camp of instruction for military recruits, soon after the capture of Fort Donelson it was changed into a place of confinement for rebel prisoners of war, and during a part of the year 1864, is reputed to have contained as high as 12,000 prisoners. At the time the conspiracy was at its height during the summer of 1864, it is estimated that the total number of Southern prisoners in prison-camps within the State of Illinois was about 26,500, of whom 8,000 were in Camp Douglas, 6,000 at Rock Island, 7,500 at Camp Butler (Springfield), and 5,000 at Alton. The principal agents on the part of the Confederacy in organizing the conspiracy were three so-called "Peace Commissioners"—Jacob Thompson (who had been a member of President Buchanan's cabinet), C. C. Clay, and J. P. Holcomb—who, having established themselves in Canada, found means of getting into communication with representatives of secret treasonable organizations in the Northern States, especially the organization known, successively and at different periods during the progress of the war, as "Knights of the Golden Circle," "American Knights" and "Sons of Liberty," and which had been especially active in the States of Ohio, Indiana and Illinois. The

general management of the affair for Illinois was entrusted by the rebel agents to one Capt. Thomas H. Hines, who established himself at Chicago, where it is estimated there were at that time 4,000 "Sons of Liberty," and gave his attention to the collection of arms and the distribution of funds. One Charles Walsh was at the head of the movement in Chicago, with confederates scattered throughout this and other States. The scheme not only contemplated the release of rebel prisoners, but, so far as Chicago was concerned, looked to the seizure of arms and military stores, the looting of banks and finally, if necessary to carrying out the plot, the burning of the city. A draft having been expected during the month of July, the 20th day of that month had been first selected as the date of the uprising. This having been abandoned, the next date chosen was August 29th—that of the Democratic National Convention, which had found reason for adjourning over from July 4, the first date chosen for its assembling. It was evidently anticipated that the crowd of strangers, then expected in the city, would divert suspicion from any unusual gathering of those expected to take part in the affair. Suspicion had been aroused, however, and the forces in charge of Camp Douglas having been strengthened by the addition of a regiment of infantry and a battery of artillery, another postponement of the plot was deemed advisable by the leaders. The third date selected was November 8th, the date of the National election at which Mr. Lincoln was chosen President for his second term. It was expected that the local conspirators would be strongly reinforced by confederates from different parts of the State, and that, having released the prisoners from Camp Douglas, the combined force of conspirators and released prisoners—by that time a large army—would proceed to Rock Island, Springfield and Alton, and perform the same feat there.

By this time the authorities, through the aid of detectives and one or two of the prisoners who had been admitted into the plot, had obtained evidence of what was afoot. At an early hour on the morning of the 7th—the day before the plot was to be carried into effect—Gen. Benjamin J. Sweet, who was in command at Camp Douglas, secured the simultaneous arrest of the principal conspirators in their various hiding places, and the scheme was defeated. Almost the only important agent



Portrait of Daniel A. Jones

Daniel A. Jones

connected with the local plot who succeeded in evading arrest was Captain Hines, its general manager. Among those arrested were Charles Walsh, a "Brigadier General" of the "Sons of Liberty," who was furnishing shelter to the leading agents of the conspiracy from abroad, and on whose premises a large quantity of arms and military stores were found. The service rendered by General Sweet in ferreting out and defeating this nefarious conspiracy, won for him the gratitude and admiration of the whole country, and was recognized by the Government in his promotion from the rank of Colonel to that of Brigadier-General and later, by his appointment to various offices under the General Government, one of which was that of Pension Agent at Chicago.—(See "*Camp Douglas Conspiracy*," "*Secret Treasonable Organizations*" and "*Gen. Benjamin J. Sweet*," Hist. Encyc. of Ill., Vol. I.)

THE GREAT CONFLAGRATION OF 1871.

Undoubtedly the most tragic chapter in Chicago history is that which has to deal with the great fire of October 8-9, 1871. The preceding three months had been marked by an almost unprecedented drouth, which had parched vegetation and reduced wooden structures, then so numerous even in the business portions of the city, to a highly inflammable condition. On Saturday night, October 7th, occurred a fire on the West Side, commencing in the planing mill of Lille & Holmes, at 209 South Canal Street, which would ordinarily have been regarded as extremely disastrous. This destroyed nearly the whole of four blocks of buildings (covering about 27 acres) surrounded by Adams, Clinton and Van Buren Streets and the South Branch. The loss from this fire has been estimated at \$1,000,000.

On the next evening (Sunday, October 8) a fire broke out a little before 9 o'clock in a barn attached to a wooden tenement at 137 De Koven Street, southwest, but only two blocks distant from the district burned over the night before. The premises where the fire began were occupied by a family named O'Leary, where a dance had been in progress during the evening, and the story widely accepted has been that the fire was started by the breaking of a kerosene lamp in the barn while some one was milking a cow, although this was vigorously denied by the O'Learys. Owing to the fatiguing service which the fire department had rendered the

night before, according to one report,—although another attributes the cause to over-indulgence of the firemen through the mistaken hospitality of a saloon-keeper after the Saturday evening fire—there was great delay in securing a response from the fire department. In the meantime the fire, aided by a strong wind and the inflammable condition of the buildings in the vicinity, was rapidly getting under way and was soon beyond control. In some cases burning brands, carried by the force of the wind, started new fires one or two blocks distant, and in a short time the flames had spread to the heart of the business district on the South Side and the choicest residence portion of the city north of the river. By three o'clock on Monday morning the Chamber of Commerce, the Court House, the Postoffice, the principal hotels and many of the largest business houses on the South Side were in ruins, and half an hour later, the water-works station on the North Side was in the same condition, greatly paralyzing the efforts of the firemen to fight the flames. Although the greatest havoc was wrought during the early hours of the morning, the fire continued its ravages until half past ten o'clock Monday evening—a period of twenty-five hours—when it practically ceased for want of material to prey upon. The last house destroyed is said to have been that of Dr. John H. Foster, the well known scientist and educator, on Fullerton Avenue where it ends at Lincoln Avenue, then the northern limit of the city and four miles from the place of the starting of the fire. Of the fire apparatus, eight engines, three hose-carts and three hook and ladder trucks had to be abandoned and were destroyed. The total area burned over is estimated at 2,124 acres, of which 194 acres were on the West Side, 460 acres on the South Side and 1,470 acres on the North Side. This area extended from Fullerton Avenue on the north to Harrison Street on the south, with an arm extending southwest to De Koven and Jefferson Streets in the West Division, and embracing the district within these northern and southern limits lying between the lake shore on the east and an irregular western boundary extending at some points nearly to Halsted Street. In the more compactly built portions of both the North and South Divisions, the areas between the North and South Branches of the Chicago River on the west and the lake on the east, were swept clean. The number of

buildings destroyed has been estimated at 17,450, valued with other property at \$187,000,000, and leaving 98,000 people homeless. No reliable statement of the actual loss of life resulting from the fire has been attainable, but it has been estimated that 250 to 275 persons perished. The total insurance on the property destroyed amounted to about \$88,000,000, of which, in consequence of the insolvency of many of the insurance companies, only about one-half was recovered. In the area burned over, only two buildings escaped destruction. One of these was the residence of Mahlon D. Ogden, a wooden building in the heart of the North Division, located at North Clark Street and Walton Place on the site now occupied by the Newberry Library, while the other was a grain elevator, known as "Elevator B," belonging to Messrs. Sturges & Buckingham, and located at the junction of the Chicago River and Lake Michigan, near the Randolph Street Station of the Illinois Central Railroad. The preservation of the elevator building was due to the discovery of a fire engine in the Illinois Central Railroad yards, which was awaiting transportation to some other city on Lake Michigan. This was used successfully to extinguish a fire which had already started in a building attached to the elevator. While the further spread of the flames was checked by the exhaustion of material, the fires continued to burn for days in the ruins of some of the larger buildings, and thousands of excursionists came from long distances to gaze upon the ruins which had been left in the wake of one of the most appalling conflagrations in the world's history.

Systems of relief for sufferers by the fire were set on foot immediately, not only by the citizens of Chicago who had escaped the disaster, but in the principal cities of the country, and even in Europe, especially in England, Germany and France. A Relief and Aid Society composed of prominent citizens, was organized for the purpose of distributing contributions among the needy and, in a report made under date of April 30, 1874, they acknowledged the receipt of \$4,820,148, of which \$973,897 came from foreign countries, over \$500,000 coming from England, Scotland and Ireland, \$80,000 from Germany and nearly \$63,000 from France. Churches and secret societies also acted with great promptness and liberality in aid, not only of their associated organizations, but for the benefit of the various classes of

sufferers. Governor Palmer called the Legislature together in special session before the close of the week, with a view to furnishing such relief as might appropriately come from that body. One of the steps taken by the Legislature was the passage of an act reimbursing the city for \$2,995,340 expended in the deepening of the Illinois and Michigan Canal.

Relating to the destruction by the fire of public records involving titles to real estate, etc., the late Joseph Kirkland, in connection with a reference, in his "Story of Chicago," to the three abstract firms then doing business in the city, says:

"It curiously happened that, although the portion of the records saved by each abstract firm was only a portion, yet the part lost by each was saved by another; so that, when combined, the fragments made a total whole and entire, lacking nothing in continuity or completeness. Chase Brothers lost many of their press copies of abstracts given out, but saved tract indexes, judgment dockets, tax-sales and some volumes of their 'original entries.' Shortall & Hoard lost their record of 'original entries,' but saved tract indexes, judgment dockets, tax sales and some volumes of their original entries. Jones & Sellers saved all their original entries and letter-press copies of abstracts given out."

The fortunate consequences of this accidental combination of circumstances, has been seen in the avoidance of confusion as to titles of real estate in Chicago and Cook County growing out of the fire.

The rebuilding of the ruined city began immediately, and its restoration and enlargement within a generation after the most disastrous calamity that has overtaken any city in modern times, has been one of the marvels of the century. Not only has every vestige of the catastrophe of thirty-three years ago been wiped away, but the ruins of 1871 have given place to a class of structures, in their number, size and magnificence, unsurpassed by those of any other city of its size in this or any other country, and, in population, it has grown, within the same period, from less than 350,000 people to nearly 2,000,000, making it the second city in size in the United States.

On the afternoon of July 14, 1874, a fire broke out in a two-story frame building at 449 South Clark Street—between Polk and Taylor Streets



Fry P Jones

and south of the burned district of 1871—which, before it was subdued, swept as far north as Van Buren Street and east to Michigan Avenue, covering an area of forty-seven acres and destroying property estimated at \$2,845,000, of which \$2,200,000 was covered by insurance. This fire lasted about eleven hours, and but for the greater disaster of three years before, would have been regarded as a calamity unparalleled in the history of the city.

THE HAYMARKET MASSACRE.

On the evening of May 4, 1886, occurred what has been handed down in history as the "Haymarket Massacre." This grew out of an assemblage held in Haymarket Square on the West Side, in the nominal interest of a projected strike for an eight-hour labor-day. A number of professional anarchists, desirous of posing as the champions of labor, had taken advantage of a strike which had been ordered in the McCormick Reaper Works, to call the meeting on the evening named. On the day preceding a collision had occurred at the Reaper Works between a party of strikers and the police, in which six of the former were killed and a large number wounded. This was used by the anarchist agitators as a pretext for issuing an inflammatory circular, summoning the "workmen to arms" and appealing to them to seek "revenge" upon the police, upon the ground that they had played the part of "bloodhounds" at the command of capital, and had been guilty of "killing workingmen because they dared to ask for the shortening of the hours of toil." The appeal was written by August Spies, the editor of an anarchist paper called the "Arbeiter-Zeitung." At the hour named an immense crowd assembled, many being attracted through curiosity. The Mayor—Carter H. Harrison, Sr.—was present during the early part of the meeting, but the proceedings being more peaceful than had been anticipated, he withdrew. Later the speeches having assumed a more violent and incendiary character, a strong force of police appeared under the command of Inspector Bonfield, who commanded the peace "in the name of the people of the State," and ordered the crowd to disperse. The answer to this was the hurling of a dynamite bomb among the policeman, followed by an explosion which resulted in the wounding of sixty-seven members of the force, of whom seven died. A number of arrests of suspected

parties followed, and on June 7th the trial began, twenty-one days being consumed in securing a jury during which 982 veniremen were examined. Judge Joseph E. Gary, still (1904) a Justice of the Superior Court of Cook County, presided, while Julius S. Grinnell, now counsel of the Chicago City Railway Company, officiated as State's Attorney, the trial occupying 62 days, during which 143 witnesses were examined for the prosecution and 79 for the defense. The outcome of the trial was the conviction of eight persons, of whom seven were sentenced to suffer death and one (Oscar Neebe) to the State's Prison for fifteen years. The names of those sentenced to suffer capitally were August Spies, Albert D. Parsons, Adolph Fischer, Louis Engel, Louis Lingg, Samuel Fielden and Justus Schwab. Of these Lingg committed suicide while awaiting execution, by exploding in his mouth a bomb which he had obtained surreptitiously from some sympathizer; the sentences of Fielden and Schwab were commuted by Governor Oglesby to imprisonment for life on their appeal for clemency, supported by the recommendations of the Judge, Prosecuting Attorney and Jury, while Spies, Parsons, Fischer and Engel were executed, Nov. 11, 1887—eighteen months after the commission of their crime, but not until the proceedings in the lower court had been sustained by the unanimous opinion of the Supreme Court. On June 26, 1893, Fielden, Schwab and Neebe were pardoned by Governor Altgeld in a decree in which he attacked the ruling and acts of the trial court, although the latter has been sustained in a most conspicuous manner not only by public sentiment but by the courts of higher jurisdiction. The scene of the "Haymarket Massacre" has been marked by the erection on its site of a statue in commemoration of the policemen whose lives were sacrificed by a murderous plot while in the discharge of their duty.

STRIKE HISTORY.

The year 1877 was a period of turmoil and excitement unparalleled in the previous history of the nation, except when the country was engaged in actual war. This condition grew out of "strikes" on the part of labor organizations, beginning with a reduction of wages by some of the railroads, but extending to other employes on grounds of sympathy. While the disturbances were widespread, involving nearly every

important city in the Northern States, Chicago was one of the centers of most serious disturbance, second only to Pittsburg and Baltimore, where there was heavy destruction of property accompanied by much loss of life.

The trouble in Chicago began on the night of the 23d of July, following promptly outbreaks by railroad employes at Martinsburg, Va.; Baltimore, Pittsburg, and other Eastern points. The first demonstration in Chicago was made by the switchmen of the Michigan Central Railroad who, on the following morning, visited the employes of other roads and by noon they had brought about a general strike on all the lines except the Chicago & Northwestern. This was followed a day or two later by a general suspension of business in manufactories, rolling mills, lumber yards and workshops of every variety, and, although the employes of the Northwestern Railroad maintained that they had no grievance, they were at last compelled to cease work by constant interference and intimidation by the mob. In the meantime the streets, especially in the neighborhood of the railroads and manufacturing plants, were thronged by riotous bands of strikers and their friends—the latter, in many cases, being composed of boys and riotous classes who had no other interest in the strike than to bring about a condition of lawlessness that would open the way for the pillaging of stores and other places of business. Although there was much disorder throughout the city, the most serious disturbances occurred in the neighborhood of Halsted Street between Sixteenth and Twenty-second Streets, where frequent collisions occurred between the strikers and the police. The turbulent element was held in check somewhat by the fact that Mayor Monroe Heath had taken the precaution to order the saloons throughout the city closed. Besides the police and posses of armed citizens under the command of the peace officers, five regiments of the State militia were called out by authority of the Governor under command of Gen. Torrence, although the First and Second Regiments were most constantly on duty. Several companies of United States regulars who happened to be passing through the city, were held for several days and rendered efficient service in checking the spirit of lawlessness and protecting life and property. Valuable aid was rendered the authorities by various volunteer and independent organizations com-

posed of business men and other friends of law and order, one of the most effective of these being the Union Veterans, a force composed wholly of old and tried soldiers of the Civil War, under the command of Gen. Reynolds, Col. Owen Stuart, Gen. O. L. Mann and Gen. Martin Beem. On the night of the 25th of July, when the disturbances had reached a most critical stage, it is estimated that 15,000 men were under arms in the city of Chicago. In a conflict between the police and a mob at Halsted Street viaduct on the morning of the 26th, two persons (one a boy) were killed and, on the afternoon of the same day, five of the rioters were killed at Turner Hall, on West Twelfth Street. In a riot in the evening of the same day, at Sixteenth and Halsted Streets, three soldiers and two policemen were badly wounded and several of the rioters dangerously hurt. During the progress of the strike women took a prominent part in the parades of the strikers; and, in some of the most violent conflicts, as usual on such occasions, a lawless class who had no immediate connection with the workingmen's organizations were most active in their efforts to stir up strife with the authorities. Friday, July 27th, business began to be resumed, many of the strikers rushed back to secure their old places, and the strike was practically at an end. The organizations reputed to be chiefly represented by the striking element, were then known as the "Workingmen's Party," the "Workingmen's International Association" and "Labor League," although the most active spirits came from the ranks of the anarchists and foreign communists who have never failed to avail themselves of a labor strike to promote their lawless ends. During the progress of the strike there were serious disturbances at a number of other points in the State, especially at Peoria, Springfield and Braidwood, the most serious, however, being at East St. Louis, where the passage of railroad trains across the bridge to St. Louis was obstructed for several days; but the prompt and vigorous measures taken by Gov. Cullom finally restored order.

A record-breaking period in strike history in the city of Chicago came during the year 1886, culminating in the Haymarket riot of May 4th, in which seven policemen lost their lives and sixty others were more or less severely wounded by the explosion of a bomb in their midst by some one professing to be in the

interest of a party of striking employes connected with the McCormick Reaper Works. (See "*Haymarket Massacre*" in this chapter.) While the year was one of great commotion among labor organizations throughout the country, Chicago was the theater of some of the most stubborn conflicts between labor organizations and employers. According to statistics furnished by the United States Labor Commission, the total number of strikes in Illinois for that year was 487, of which 313 were in the city of Chicago. The number of employes affected by the strike in the State was over 100,000, while the business establishments involved numbered 1,060. Of these 310 strikes succeeded, 204 were partially successful, and 546 ended in failure. The issues between employers and employes during the strike of 1886 were largely based on demands of the latter for reduction of hours of employment, with a smaller number for increase of wages and quite a number demanding the concession of both points. A still smaller number were based on resistance to the employment of non-union men and demands for recognition of the union. The loss to employes in wages was estimated at \$2,524,244, and that of the employers at \$2,366,555. Besides these, there were 43 lockouts, of which seven succeeded, 30 were partially successful and six were failures. The losses of employers and employes in these cases nearly counterbalanced each other, each aggregating about \$250,000.

The third most notable labor disturbance connected with Chicago history, was that of May to July, 1894, growing out of a strike of the employes in the Pullman Palace Car shops. The previous year had been one of considerable commotion, owing to the increasing financial depression and the decline in industrial enterprises, but the striking element had been held in check somewhat, so far as Chicago was concerned, by concessions due to the fact that the Columbian World's Exposition was then in progress. During the summer of 1893 an organization of railroad employes under the name of the "American Railway Union" was formed, and in the following fall the agitation against a threatened reduction in wages became very active. Owing to the growing depression in the car manufacturing industry during the latter part of 1893, The Pullman Company, in September of that year, made a reduction in the wages of their employes, and in March and April fol-

lowing, the latter, who had become dissatisfied with the existing condition of affairs, became members of the Railway Union and submitted to the Company a demand for a restoration of the wages which they had received during the previous year. This having been refused, on May 10, 1894, the local union ordered a strike which went into effect the next day, some three hundred members taking part in it. This was promptly followed by the Company with an order to close the shops, thus throwing out of employment six hundred men who had not previously taken part in the strike. Up to July 3 it is claimed that no actual violence or destruction of property by the strikers or their sympathizers had taken place, although a sympathetic boycott and strike against the handling of Pullman cars by members of the Railway Union was ordered on the 26th of June, which soon extended practically to all the railroad lines entering the city of Chicago. From this time the disorders increased rapidly, and on July 7 the principal officers of the American Railway Union were indicted and placed under arrest for refusing to obey an injunction of the United States Court issued on July 2, prohibiting interference with the moving of railroad trains. Meanwhile many scenes of violence were occurring upon the streets and in the vicinity of the railway yards, much property was destroyed and a general paralysis of business had resulted. So serious had become the situation, the municipal and State authorities proving themselves incapable of holding the lawless element in check, that on July 3 President Cleveland issued a proclamation taking notice of the interference with the laws, and instructing the officer commanding the United States forces at Fort Sheridan to "move his entire command at once to the city of Chicago, there to execute the orders and processes of the United States Court, to prevent the obstruction of the United States mails, and generally to enforce the faithful execution of the laws of the United States." Gen. Nelson A. Miles, then in command of this Department, appeared on the scene about noon on July 4, took command in person, and State troops being also ordered upon the ground to assist the civil authorities, the lawless element was finally brought under control, although several days were necessary to bring about a complete restoration of order. According to the report of a commission con-

sisting of Carroll D. Wright, United States Commissioner of Labor, John D. Kernan, of New York, and N. E. Worthington, of Illinois, to inquire into the causes and facts connected with the controversy between the railroads and their employes, the number of men employed in the preservation of order during the progress of the strike was over 14,000, of which 1,936 were United States troops, about 4,000 State militia, about 5,000 Deputy United States Marshals, 250 Deputy Sheriffs and a local police force of 3,000. During the same time twelve persons were killed or fatally wounded, and 515 arrests were made and a large number indicted by the Grand Jury of the United States Court. One of these was Eugene V. Debs, who had been a leader in organizing the strike, and who was sentenced to imprisonment for a period of six months. Independent of the cost to the city, State and General Governments of restoring order, the loss of property and incidental expenses to the railroad corporations, is estimated by the same authority at \$685,308; loss of earnings sustained by the same corporations, \$4,672,916; the loss in wages to 3,100 employes, at Pullman, at \$350,000, and that of about 100,000 employes on the railroads entering Chicago, \$1,389,143—making a total loss of wages amounting to \$1,739,000. In this no account is taken of the loss to other branches of business by the general suspension and paralyzation of traffic.

The following statistics of strike history for a period of twenty years (1881-1900) taken from the Sixteenth Annual Report of the Commissioner of Labor for 1901, will furnish a fitting conclusion to this chapter. According to this report, Illinois—and especially the city of Chicago—has become the leading strike center in the country, second only at some periods to the city of New York, but in later years taking front rank in cost to both employers and employed. Within the period named, the total number of strikes and lockouts in Chicago has been 1,794, affecting 20,645 business concerns employing 720,000 operatives. The loss to employes in wages during this time is estimated at \$41,614,883 and that of employers at \$30,698,194.

STRIKES OF 1902-1904.

One of the notable strikes in the history of the country was that of the anthracite coal-miners in the fall of 1902. While this did not

directly involve the labor organizations of Chicago, it seriously affected the interests of the people of the city, as it did those of the whole country, in consequence of its effect on the supply of coal needed for local consumption and the consequent advance in prices.

During 1903 there were numerous strikes by local labor organizations, that of the building-trades and metal-workers unions being probably the most serious, as it paralyzed building operations to a large extent through the whole year. Other strikes which were most stubbornly contested were those of the metal-workers, machinists and electrical workers in the employ of the Kellogg Switchboard Supply Company, and the Franklin Union Bookbinders and Pressfeeders—both of these being attended with much rioting and numerous attacks upon both life and property. The strike of City Railway employes, occurring during the month of November, 1903, was especially noteworthy because of the inconvenience it imposed upon that large proportion of the population accustomed to use the cable and trolley-car lines to reach their places of business or regular employment. This also was attended by many acts of violence and some damage to property in consequence of assaults upon non-union conductors, grip and motor-men by the strikers and their sympathizers. A strike by the employes of the Deering Harvester-Works, begun on April 27, 1903, for recognition of the union, ended in practical failure as the strikers were without a grievance. Less important strikes of the year were those of the elevator men and janitors in the large office and flat-buildings; the laundry-workers; and the restaurant employes—the latter being for higher wages and shorter hours. The first of these was settled without material changes or loss to either party; the laundry-workers were temporarily successful, but a few months later prices fell back to the original standard; while the restaurant-waiters' strike ended in absolute failure, a majority of those employed in down-town restaurants permanently losing their places.

The most sensational strike of 1904 was that of the packing house employes, which began July 12, in a demand for uniform wages for the same class of employes in all the packing establishments of the country, with a material advance for unskilled workmen. This included the packing establishments at Chicago, Omaha, St. Louis, Kansas City, Sioux City, Fort Worth



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William Jones

(Texas), and New York. A week after the strike began an agreement was reached and, two days later (July 21), a portion of the men returned to work, but were immediately called out by the leaders on the ground that the employers were not fulfilling their part of the contract. A few days later an attempt was made to get up a sympathetic strike, but it was only partially successful, there being a widespread impression that the striking employes had violated their agreement. On September 7 the unions involved voted almost unanimously to continue the strike, but a day later (September 8) the officials of the order called it off and there was an immediate rush, on the part of the employes, to secure their old places without change of wages. The strike, which lasted 51 days, had affected 50,000 workmen engaged in the different packing industries of the country, of whom 20,000 belonged to the city of Chicago, besides 6,000 connected with other trades. A newspaper estimate of the loss in wages by Chicago employes during the continuance of the strike places the sum at \$2,680,000, against which they had received in benefits from other organizations \$115,000. The loss to packers in the same time is estimated by the same authority at \$6,250,000; to stockmen, \$2,750,000; to the Union Stock Yards, \$150,000, and to the railroads \$550,000,—making a total of \$12,380,000. This estimate, while in some respects possibly exaggerated, does not include the loss to the general public in the increased cost of food products, to say nothing of the inconvenience caused by inability to procure supplies while the strike lasted, nor the suffering caused to many of the strikers' families. When it is remembered that the strikers gained no advantage either in the matter of wages or hours of labor, this will take rank as one of the most disastrous strikes in history.

EARLY NEWSPAPERS OF CHICAGO.—(See *Newspapers, Early*, Hist. Encyc. of Ill., p. 398.)

WORLD'S COLUMBIAN EXPOSITION, 1893.—(See *World's Columbian Exposition*, Hist. Encyc. of Ill., pp. 600-601.)

CHAPTER XX.

CHRONOLOGY OF IMPORTANT EVENTS.

Among the more important events in local history may be enumerated the following:

- 1803.—Fort Dearborn established.
- 1804.—First permanent white settler, John Kinzie, arrives.
- 1805.—First Masonic Lodge organized.
- 1812.—(June 15) Fort Dearborn Massacre.
- 1816.—Fort Dearborn rebuilt.
- 1823.—(July 20) First marriage, Dr. Alexander Wolcott to Ellen M. Kinzie, celebrated in Chicago.
- 1825.—(Sept. 6) Chicago becomes a precinct of Peoria County; (Oct. 9) Isaac McCoy preaches the first Protestant sermon in Chicago.
- 1826.—(August 7) First election in Chicago.
- 1829.—First ferry established at Lake Street.
- 1830.—City surveyed and platted by Canal Commissioners; first bridge across South Branch erected near Randolph Street.
- 1831.—(Jan. 15) Cook County created by act of the Legislature; first county roads established (State Street, Archer Avenue, Madison Street and Ogden Avenue); first Methodist class organized; first Postoffice established.
- 1832.—First street leading to lake laid out; first bridge over North Branch erected; first Sunday School organized; period of Black Hawk War; visitation of cholera.
- 1833.—First Catholic church (May 5) organized; first Presbyterian church (June 26) organized; (August 10) Village Government organized; (Nov. 26) first issue of "Chicago Democrat."
- 1834.—First drawbridge across Chicago River constructed at Dearborn Street; first Episcopal service in Chicago.
- 1835.—Government Land Office opened at Chicago—James Whitlock, Register, and E. D. Taylor, Receiver; first court-house erected; first fire company (the Pioneer) organized.
- 1836.—Work on the Illinois and Michigan Canal inaugurated (July 4) at Bridgeport, Dr. W. B. Egan, delivering the address; Fort Dearborn permanently evacuated; first Odd Fellows' Lodge organized.
- 1837.—City incorporated, March 4; first city

election, March 31; first theatrical entertainment.

1839.—(April 9) First daily paper (the "Chicago American") commenced publication; first book printed in Chicago by Stephen F. Gale ("Scammon's Compilation of Public and General Laws of Illinois").

1840.—New market-house (corner of State and Lake Streets) opened; bridge across river at Clark Street built.

1841.—Bridge across river at Wells Street built.

1842.—First propeller built on Lake Michigan; first water-works put in operation; negro sold at auction (Nov. '14).

1843.—Rush Medical College established; Board of Trade organized.

1844.—First meat packed for a foreign market; (April 22) first issue of the "Chicago Daily Journal."

1845.—First public school building completed and opened.

1846.—Chicago made a port of entry—first Collector of the Port appointed.

1846-48.—Mexican War. Chicago furnished two companies (B and K) for the First Regiment (Col. John J. Hardin's) Illinois Volunteers, one company (F) for the Fifth Regiment (Col. Newby's), and a number of recruits for the Sixth.

1847.—River and Harbor Convention held in Chicago; first theater (John B. Rice's) opened.

1848.—First telegraphic dispatch received at Chicago; Illinois and Michigan Canal opened to La Salle; first grain elevator erected; first regular cattle market established; first railroad (10-mile section of Galena & Chicago Union) opened.

1849.—Galena & Chicago Union Railroad opened to Elgin; great flood in the Chicago River.

1850.—City lighted by gas for first time.

1852.—First Eastern Railway (Michigan Southern) opened.

1853.—First Southern Railway (Chicago & Rock Island) opened to Peru; new court house occupied; city water-works put in operation.

1855.—(December 28) Main line Illinois Central Railroad between Chicago and Cairo completed.

1858.—Paid Fire Department organized.

1859.—First Street Railroad (State Street line) opened.

1860.—Republican National Convention in

Chicago (May 16) nominated Abraham Lincoln for the Presidency; Steamer Lady Elgin wrecked off Milwaukee (Nov. 7) 297 lives, out of 393 persons on board, lost.

1861.—(June 3) Senator Stephen A. Douglas dies in Chicago.

1861-65.—Period of the Civil War; citizens of Chicago and Cook County contributed, in whole or in part, to the organization of 23 regiments of infantry, seven of cavalry, and 11 companies of artillery—number of troops furnished by Cook County, 22,436.

1864.—Camp Douglas conspiracy exposed.

1867.—Lake tunnel completed and new water-works system inaugurated.

1868.—(May 21) Republican National Convention at Chicago nominated Gen. U. S. Grant for President and Schuyler Colfax for Vice-President.

1869.—Park System inaugurated.

1871.—The Great Fire (October 8-9) 2,024 acres burned over; 18,000 buildings destroyed; property loss estimated at \$187,000,000.

1875.—City government reorganized under General Incorporation Act.

1877.—Great Railroad Strike at Chicago.

1880.—(June 2) Republican National Convention meets in Chicago; James A. Garfield nominated for President June 7.

1884.—(June 3) Republican National Convention meets in Chicago; James G. Blaine nominated for President and John A. Logan for Vice-President; (July 10) Democratic National Convention in Chicago nominated Grover Cleveland for President.

1886.—Haymarket Riot (May 4) growing out of a labor strike begun at the McCormick Reaper Works in February previous; sixty-seven policemen wounded (of whom seven died) by the explosion of a bomb thrown by the rioters. In the trials which followed, seven of the leading rioters were condemned to death and one to fifteen years' imprisonment. Of those condemned to death, one committed suicide, four were executed (Nov. 11, 1887) and the sentences of two were commuted to life imprisonment.

1887.—(October 2) Lincoln Statue unveiled in Lincoln Park.

1888.—(June 20) Republican National Convention in Chicago; Benjamin Harrison nominated for President.

1889.—(June 29) Hyde Park, Lake Township, Jefferson and Lake View annexed to the city



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Frederick Jones, Jr.

of Chicago; (Nov. 21) phenomenally dark day in Chicago—lights used at noon.

1890.—University of Chicago endowed by J. D. Rockefeller with gift of \$1,600,000.

1891.—(July 22) Unveiling of Grant Equestrian statue in Lincoln Park.

1892.—(September 3) Work on Drainage Canal inaugurated; World's Fair Site dedicated October 21.

1893.—The World's Columbian Exposition formally opened May 1—officially closed Oct. 30; Mayor Carter Harrison assassinated October 27; Gov. Altgeld pardoned the three anarchists connected with the Haymarket Massacre who were serving life terms in the State Penitentiary.

1900.—Drainage Canal opened for flow of water from Lake Michigan into the Des Plaines and the Illinois Rivers.

1904.—(June 21-23) Republican National Convention held in Chicago, nominating Theodore Roosevelt for President and Charles W. Fairbanks for Vice-President.

CHAPTER XXI.

OLD SETTLERS' ORGANIZATIONS.

CHARACTERISTICS OF CHICAGO'S EARLY SETTLERS—

PROBLEMS THEY HAD TO MEET—CHICAGO HISTORICAL SOCIETY—ITS OBJECT, HISTORY AND MEMBERSHIP—FIRST OLD SETTLERS' SOCIETY—CALUMET CLUB OLD SETTLERS' REUNIONS—PIONEERS OF CHICAGO—PIONEERS' SONS AND DAUGHTERS' SOCIETY—LIST OF MEMBERS—THE SONS OF CHICAGO—OLD TIME PRINTERS' ASSOCIATION—OLD SETTLERS' CLUB OF WILLIAMS STREET—GERMAN OLD SETTLERS' PICNIC.

By

Frederick J. Woodworth

Chicago was peculiarly fortunate in having for its early settlers men of sterling worth and of mental as well as physical ability, who held an abiding faith in their chosen place of abode and labored for its ultimate success. Undaunted by the hardships that naturally beset every initiative effort in establishing a

home in the wilderness, nerved to repulse the encroachments of Indians, wild animals, and unusually severe winters, they struggled on, each performing the task laid out for him, sustained by an indomitable will that remained steadfast under every discouraging circumstance. That was the material of which the pioneers of Chicago were made, and by which was rendered possible the Empire City of the West. And these men who, as it were, blazed the way to civilization and all that the word stands for, are most worthy of earnest consideration and all the honor that can be accorded them.

The present generation is only too apt to look upon the city's existing prosperous state with a prejudiced eye, losing sight of the early efforts which made that condition possible. It is prone to overlook the battles waged by its ancestors in laying the foundation of present day prosperity, and to place the credit more to the present than to the past. Through the mist of years it loses sight of the importance of those early struggles that were so productive of good. Once the corner-stone was laid, the underbrush of savagery cleared away, it was a comparatively easy matter to proceed with the task, stupendous as it was at the beginning.

And now, after the years have winged their way to the past—after the struggles, the contentions, the privations, have been relegated to the storage room of their memories—the old settlers have transferred the burden of civilization to the shoulders of the younger generation, content in the knowledge that they, themselves, have builded well. But a certain spirit of restlessness, inculcated in youthful days, still makes itself evident, and a longing occasionally comes to live over the past, even though it be only in imagination, to dig up those memories laid away in the mental store-room, and to exchange reminiscences with old-time comrades. That is the incentive that has caused the organization of various old settlers' societies throughout the city. "Youth lives in the future, middle age in the present, old age in the past." And it is only appropriate that some recognition of these societies, organized to perpetuate a feeling of comradeship, the promotion of social life, and more thoroughly to cement the ties that bind the present with the past, should be given some definite as well as permanent form in the city's history.

THE CHICAGO HISTORICAL SOCIETY.

When a city has passed its one-hundredth milestone, there is a peculiar interest attached to its early history and the circumstances which have made its present position among the world's leading cities possible. The preservation of early records becomes of paramount importance and the contributions to its pioneer history have a value that will be at once recognized by the historiographer.

As far back as 1856 the idea of collecting the records of Chicago's local history, as well as the preservation of material relating to the early days and growth of the State, was conceived by Rev. William Barry, and it was principally through his well-directed efforts that the Chicago Historical Society was organized on the 24th of April, 1856. The following officers were at that time elected: William H. Brown, President; William B. Ogden and J. Young Scammon, Vice-Presidents; S. D. Ward, Treasurer; William Barry, Recording Secretary; Charles H. Ray, Corresponding Secretary. In addition to the foregoing, the following were the charter members of the Society: Mark Skinner, M. Brayman, George Manierre, John H. Kinzie, J. V. Z. Blaney, Isaac N. Arnold, E. I. Tinkham, J. D. Webster, W. A. Smallwood, Van H. Higgins, N. S. Davis, M. D. Ogden, F. Scammon, Ezra B. McCagg, and Luther Haven—a list of most distinguished and influential Chicago citizens.

The objects of the Society are first, the establishment of a library; second, the collection, into a safe and permanent depository, of manuscripts and documents of historical value; third, to encourage the investigation of aboriginal remains; and fourth, to collect and preserve such historical materials as should serve to illustrate the settlement and growth of Chicago. At the time of the destructive fire of 1871 the Society occupied a commodious brick building on its present site, at the corner of Dearborn Avenue and Ontario Street, where, under the intelligent management of its Secretary, Dr. Barry, had been collected a library of 14,000 volumes and priceless treasures in manuscripts and records, including the Emancipation Proclamation, in the handwriting of President Lincoln and his signature. The devastating flames swept everything away. Subsequently another building was erected, but it met a similar fate in the conflagration of 1874.

Undaunted, however, by these repeated disasters, the Society's friends once more began the collection of books and material and, in 1877, a third building was erected, and the collection of valuable documents, books and accumulations was resumed, continuing until the quarters had become too small for their proper storage, when it was decided to build a structure more suitable to the demands of the Society.

In 1896 a magnificent edifice was built—the most perfect fire proof building in the world—at a cost of \$150,000, and it stands today as a monument to the industry, perseverance, and energy of Chicago's citizens. Among the Society's three hundred members are to be found the city's prominent pioneers, who have been identified with Chicago's best interests ever since the days of its struggling infancy. The full list of members follows:

Levi Z. Leiter, Sarah McClintock, Nettie F. McCormick, Samuel M. Nickerson, Daniel K. Pearsons, Byron L. Smith, John M. Adams, Edwards E. Ayer, Eliphalet W. Blatchford, George M. Bogue, Henry I. Cobb, Richard T. Crane, George L. Dunlap, William W. Farnum, John V. Farwell, Marshall Field, Henry Greengbaum, Henry H. Honore, Charles L. Hutchinson, Samuel H. Kerfoot, Jr., Joseph Leiter, Jessie B. Lloyd, Frank O. Lowden, Henry C. Lytton, Ezra B. McCagg, Cyrus H. McCormick, Jr., William B. Ogden, Benjamin V. Page, Honore Palmer, William J. Quan, Martin A. Ryerson, Otto L. Schmidt, Catharina O. Seipp, Jesse Spalding, George C. Walker, Elias T. Watkins, Frederick H. Winston, George E. Adams, Charles C. Adsit, Albert Antisdell, Edward D. Appleton, George A. Armour, Edward P. Bailey, Alfred L. Baker, Henry C. Bannard, Frederick Barnard, Charles J. Barnes, Henry Bartholomay, Jr., Adolphus C. Bartlett, Enos M. Barton, William G. Beale, Anita M. Blaine, Edward T. Blair, Fred M. Blount, Joseph T. Bowen, J. Harley Bradley, George P. Braun, James C. Brooks, Edward O. Brown, William J. Bryson, Ebenezer Buckingham, John W. Bunn, Augustus H. Burley, Le Grand S. Burton, Augustus A. Carpenter, George B. Carpenter, Kate S. Caruthers, William J. Chalmers, Hobart Chatfield-Taylor, Lewis L. Coburn, Milo L. Coffeen, Charles Colahan, Charles H. Conover, Charles R. Crane, Charles C. Curtiss, Edward T. Cushing, Nathan S. Davis, Luther M. Dearborn, Charles Deering, William Deering,



Geo. W. Knight

Annie L. DeKoven, Frederick A. Delano, Thomas Dent, Albert B. Dick, Albert Dickinson, Arthur Dixon, William F. Dummer, Elliott Durand, Sidney C. Eastman, Max Eberhardt, Augustus N. Eddy, John M. Ewen, Granger Farwell, John V. Farwell, Jr., George H. Fergus, George H. Ferry, Eugene H. Fishburn, Lucius G. Fisher, Walter L. Fisher, Archibald E. Freer, Oliver F. Fuller, William A. Fuller, John J. Glessner, Ralph S. Greenlee, Otto Gresham, Charles F. Gunther, William W. Gurley, David G. Hamilton, George B. Harris, Norman W. Harris, Carter H. Harrison, William P. Harrison, Frank W. Harvey, Frederick T. Haskell, Franklin H. Head, Wallace Heckman, Harlow N. Higinbotham, Annie M. Hitchcock, John P. Hopkins, Christoph Hotz, Charles H. Hulburd, Robert W. Hunt, William J. Hynes, Samuel Insull, Ralph N. Isham, John F. Jameson, John N. Jewett, David B. Jones, Joseph R. Jones, Thomas D. Jones, Albert Keep, Chauncey Keep, William E. Kelley, William D. Kerfoot, Eugene S. Kimball, William W. Kimball, Francis King, John B. Kirk, Herman H. Kohlsaas, George H. Laffin, Bryan Lathrop, Dwight Lawrence, Victor F. Lawson, Albert T. Lay, Thies J. Lefens, Robert T. Lincoln, John B. Lord, Harold F. McCormick, Robert H. McCormick, Robert S. McCormick, Stanley McCormick, George A. McKinlock, Franklin McVeagh, Lafayette McWilliams, Levy Mayer, George Merryweather, Luther L. Mills, James H. Moore, Fred W. Morgan, Joy Morton, Adolph Moses, Alfred H. Mulliken, Charles H. Mulliken, Walter C. Newberry, Jacob Newman, La Verne W. Noyes, John A. Orb, Ferdinand W. Peck, Erskine M. Phelps, Eugene S. Pike, Charlotte W. Pitkin, Henry H. Porter, Sartell Prentice, Norman B. Ream, William H. Rehm, Daniel G. Reid, Edward P. Ripley, Robert W. Roloson, Maurice Rosenfeld, Harry Rubens, John S. Runnells, Edward L. Ryerson, Harry L. Saylor, Frederick M. Schmidt, Richard E. Schmidt, Frank H. Scott, Caroline R. G. Scott, John A. Scudder, William C. Seipp, Elizabeth Skinner, Frederika Skinner, Delavan Smith, Frederick B. Smith, Orson Smith, John A. Spoor, Albert A. Sprague, Otho S. A. Sprague, Lucretia J. Tilton, Lambert Tree, Charles H. Wacker, Henry H. Walker, William B. Walker, Thomas S. Wallin, Ezra J. Warner, David S. Wegg, John C. Welling, Frances S. Willing, John P. Wilson, Frederick S. Winston, John H. Wrenn, Margaret M. O'Donoghue, Charles F. Adams, Henry

W. Blodgett, Isaac Craig, Shelby M. Cullom, Andrew S. Draper, Desire Girouard, William E. McLaren, Charles Rogers, Adlai E. Stevenson, William L. Stone, Jr., Samuel D. Ward, F. Cope Whitehouse, Henry C. L. Anderson, Perry A. Armstrong, George H. Baker, Edmund M. Barton, Oliver, L. Baskin, Hiram W. Beckwith, John H. Beers, Rufus Blanchard, Daniel Bonbright, Benjamin N. Bond, Henry R. Boss, Benjamin L. T. Bourland, Wesley R. Brink, Edmund Bruwaert, John H. Burnham, Francis Cantelo, Charles C. Chapman, Francis M. Chapman, Oscar W. Collet, John W. DePeyster, Charles H. G. Douglas, Daniel O. Drennan, Jacob P. Dunn, Jr., Reuben T. Durrett, Francis A. Eastman, Bernhard Felsenthal, Jacob Fouke, Marian S. Franklin, Asa B. Gardner, Charles Gilpin, Richard A. Gilpin, Edward Goodman Nelly K. Gordon, Samuel A. Green, Ossian Guthrie, William Harden, Robert J. Harmer, Charles Harpel, Henry H. Hill, Adolphus S. Hubbard, William B. Isham, Dwight H. Kelton, William H. Kimball, Henry C. Kinney, George S. Knapp, Edward F. Leonard, Benjamin F. Lewis, John T. Long, Anthony J. Ludlam, David R. McCord, James J. McGovern, Eliza, Meachem, Peter A. Menard, William A. R. Mitchell, William J. Onahan, Nathan H. Parker, Stephen D. Peet, William H. Perrin, Lily M. Redmond, James A. Rose, Julius Rosenthal, John C. Smith, Perry H. Smith, Jr., John F. Steward, James S. Swearingen, Edward S. Thacher, Reuben G. Thwaites, Caleb B. Tillinghast, George P. Upton, Addison Van Name, Thomas A. M. Ward, Townsend Ward, Winslow C. Watson, Albert E. Wells, Garland N. Whistler, Samuel Willard, James G. Wilson, James W. Wood.

THE FIRST OLD SETTLERS' SOCIETY.

The organization of the first "Old Settlers' Society" took place before the fire of 1871. It had headquarters in what was then known as Rice's building, and the following constituted its officers: William Jones, President; J. H. Kinzie, Vice-President; G. W. Dole, Treasurer; G. T. Pearson, Secretary. Later John Calhoun was Treasurer. William Jones, the President, was the father of Fernando Jones. Mr. Kinzie and Mr. Dole were ex-Mayors of Chicago, and John Calhoun was the original editor of the

old "Chicago Democrat." The following account of a meeting held to organize an Old Settlers' Society is from the "Chicago Tribune" of January 20, 1871:

"There have been several spasmodic attempts in this city to permanently organize an old settlers' society, but hitherto without success. About three years ago a number of 'Old Folks' put their venerable heads together, but beyond having a good old-fashioned festival, and a social reunion, accomplished nothing. There are several cities where the pioneer residents have permanent organizations, and at the recurrence of each dull winter season they enjoy themselves in real old-time style. Among the prominent societies of this kind is that at Buffalo, where a round of fun, lasting from three to four days, is indulged in in the winter, by old and young, and where all the old fashions worn by the parents and grandparents of the members of the Society, are exhibited to the wondering eyes of the young people.

"The new movement, begun so auspiciously last evening, looks toward a permanent organization, and as a natural result, plenty of fun, such as the Old Settlers can engage in. Soon we shall have Old Folks' concerts, balls, suppers, etc., and there are plenty of old time people to participate in them.

"Agreeably to a call in the newspapers a goodly number of Chicago's oldest residents gathered in Parlor No. 1, Tremont House, last evening. Such an assemblage of white and gray-haired men, some with bald crowns glistening in the gas-light, has rarely been witnessed in these parts.

"On motion of Hon. John Wentworth, G. S. Hubbard was called to the chair; Mr. Wentworth was made Secretary, and L. P. Hilliard Assistant Secretary.

"It was suggested that a list of those present, and who came to Chicago previous to 1843, be taken in, and it was found that the following were present, the years preceding their names indicating when they came to Chicago: 1818, G. S. Hubbard; 1825, Joseph Robertson; 1826, W. Marshall, Julius M. Warren; 1833, Joseph Meeker, Ezekiel Morrison, L. Hugunin, S. B. Cobb, Captain John M. Turner, Dr. J. H. Foster; 1834, Robinson Tripp; 1835, K. K. Jones, J. H. Rees, Tuttle King, Fernando Jones, John C. Haines, S. L.

Brown, William H. Clark, H. H. Magee, H. P. Murphy, Dr. C. V. Dyer, H. O. Stone, E. K. Rogers, Seth Wadhams, J. K. Murphy; 1836, John Wentworth, L. P. Hillard, A. B. Wheeler, M. L. Satterlee, David Follansbee, B. W. Raymond, L. C. P. Freer, H. L. Stewart, Redmond Prindiville, S. P. Warner, M. C. Stearns, Orrin Sherman; 1837, Matthew Laffin, J. C. Walter, William Wayman, Thomas Hoyne, C. N. Holden, John M. Van Osdel, Peter Page, John Gray; 1838, A. J. Willard, C. R. Vandercook, H. W. Clark; 1839, Isaac Speer, C. G. Wicker, Henry Fuller, O. W. Stoughten, John A. Oliver, A. W. Gray, N. Scranton, Nat Sawyer; 1840, R. W. Patterson, M. B. Clancy; 1841, George Anderson; 1842, William Blair, O. Lunt, Henry Warrington, William M. Ingalls, J. F. Irwin.

"On motion of K. K. Jones, the Chairman and Secretaries were appointed a Committee to draft a Constitution, to be presented at a future meeting. On motion of John C. Haines, the meeting adjourned, subject to the call of the Committee on Constitution. It is expected that the next meeting will be held in about two weeks, when the organization will be perfected."

On February 7, 1871, the following notice was inserted in the newspapers:

"All residents of the original county of Cook, prior to the adoption of the city charter, and all voters of the city of Chicago prior to the first day of January, 1843, are invited to meet at Parlor No. 1, Tremont House, on Thursday evening, Feb. 9, at 7 o'clock, to hear the report of the Committee appointed to prepare a Constitution.

"G. S. HUBBARD,

"JOHN WENTWORTH,

"L. P. HILLIARD,

"Committee."

The Tribune made the following report of the meeting in its issue of February 10:

"An adjourned and largely attended meeting of the Old Settlers of Chicago was held in the ladies' ordinary of the Tremont House last evening.

"A more venerable assembly has rarely taken place here, and the collection of white, gray, and bald heads was one such as is seldom seen anywhere. G. S. Hubbard, Esq., the oldest settler present, called the meet-



J. E. Ott



ing to order, and reported that the Committee on Constitution had examined the Constitutions of old settlers' societies in other places, and had prepared one for consideration.

"Hon. John Wentworth read the Constitution, which is, in brief as follows:

"The name to be the Old Settlers' Society of Chicago.

"Object.—To cultivate social intercourse, friendship, union, and the collection of and preservation of information.

"Members to be only residents of Cook County prior to the adoption of the charter of Chicago, and those voters resident in Cook County prior to January 1, 1843. The time may be extended every third year by a vote of three-fourths of the members present at an annual meeting.

"Ladies who have been here since 1843 are made honorary members.

"Any members of the Society may register the number of their family as junior members of the Society.

"The officers shall be a President, Vice-President, Corresponding Secretary, Treasurer, and eight Directors (who, with the President, shall constitute a board of nine members), a Recording Secretary, and a Historiographer, and such others as may be provided for in the by-laws. All the officers shall be elected annually.

"The duties of the officers are defined at length. The Directors shall meet upon the call of the President, and a majority may call a meeting of the board or society. No debts shall be contracted or bills paid without the sanction of the Directors.

"Four times the amount of the initiation fee paid by an old settler constitutes him a life member.

"After some discussion a motion of Mr. B. T. Lee to fix the initiation fee at \$10 was carried, and then a reconsideration was had. Another colloquy, facetious and sincere in its nature, followed, and the amount necessary for the entrance fee into the Society was fixed at \$10.

"A letter from Hon. Carlile Mason, expressing a desire to join the Society, was read. He had been a resident of Chicago since 1842.

"The Constitution was then signed by the following gentlemen: Gurdon S. Hubbard, J. W. Poole, L. Nichols, James A. Marshall,

Philo Carpenter, Joseph Meeker, Alexander Beaubien, A. D. Taylor, Hibbard Porter, Asahel Pierce, Samuel Wayman, Rev. J. E. Ambrose, Grant Goodrich, Bennet Bailey, J. C. Rue, Alexander Wolcott, Seth Paine, James A. Smith, Tuttle King, Jacob Doney, Cyrenius Beers, M. D. Butterfield, John M. Turner, D. N. Chappell, George Bassett, James Lane, K. K. Jones, Charles V. Dyer, S. L. Brown, James Couch, A. B. Wheeler, William L. Church, Daniel Worthington, A. Follansbee, J. T. Durant, Jacob Morgan, Charles Harding, James M. Hannahs, Elisha B. Lane, A. S. Sherman, Peter Graff, Oren Sherman, W. W. Smith, C. McDonald, John W. Weir, M. B. Smith, L. P. Hilliard, John Wentworth, John Turner, William M. Butler, L. A. Doolittle, C. B. Sammons, J. B. Hunt, Matthew Laffin, Michael White, N. S. Cushing, Elijah Smith, Darius Knights, William Wayman, J. B. Bridges, Eugene O'Sullivan, John M. Van Osdel, John Gray, Joel C. Walters, N. Goold, James B. Hugunin, Alonzo J. Willard, William B. H. Gray, W. Butterfield, O. L. Lange, Henry Fuller, Isaac Speer, John Oliver, Sydney Sawyer, Edwin Judson, Thomas L. Forrest, Frederick Burcky, Thomas Speer, James Ward, B. W. Thomas, Thomas Hastie.

"The main object of the Society, as set forth by John Wentworth, who was the prime mover in its organization, was not only the social reunion of old settlers, but the collection and formulation of historical facts, which otherwise would pass from remembrance and be lost.

"The Society then adjourned, subject to the call of the Committee on Constitution. At the next meeting the officers will be elected and the organization perfected."

During the following spring and summer months the Society did not accomplish a great deal, either in holding meetings, or in the accumulating of historical information. Then came the all-absorbing fire of October 9, and the Old Settlers' Society, as it was then organized, ceased to exist, giving way to the weightier problem of rebuilding a cremated and wholly dismembered city.

CALUMET CLUB OLD SETTLERS' REUNION.

In 1879, interest began again to manifest itself in the welfare of Chicago's old settlers. In that year several of the oldest members of the Calumet Club, which had been organized in 1878, decided to constitute themselves a committee to invite all those citizens who had lived in Chicago prior to 1840, and who were over twenty-one years of age at the time, to attend a reception at the club house. This restriction was found to be necessary at the time on account of the number of people who would be otherwise eligible. At the first reception about eight hundred pioneers attended.

Arrangements for the first reception were made at the first annual meeting of the Calumet Club, held May 5, 1879, the motion to that effect being presented by Mr. Joel Walter, seconded by Mr. Charles S. Hutchings. At a special meeting of the Board of Directors of the Club, held on May 10, it was, on motion of Mr. Augustus M. Eddy and seconded by Mr. William Chisholm, resolved that a committee of three, to consist of the Vice-President, Mr. Charles J. Barnes, the Secretary, Mr. Frederick B. Tuttle, and Mr. A. G. Van Schick, be appointed with power to act, to confer with Messrs. Silas B. Cobb, Franklin D. Gray, Mark Kimball, James H. Rees, Marcus Stearns, Frederick Tuttle, and Joel C. Walter, and to make all necessary arrangements for the reception to be given the old settlers of Chicago. Invitations were at once issued, and on the evening of Tuesday, May 27, the settlers of Chicago began to assemble in large numbers at the Club house, which at that time was located at the corner of Michigan Avenue and Eighteenth Street. The members of the Club were there to give them a cordial greeting, and by eight o'clock there was an assemblage of Chicago's pioneers that exceeded in number the expectations of the most sanguine.

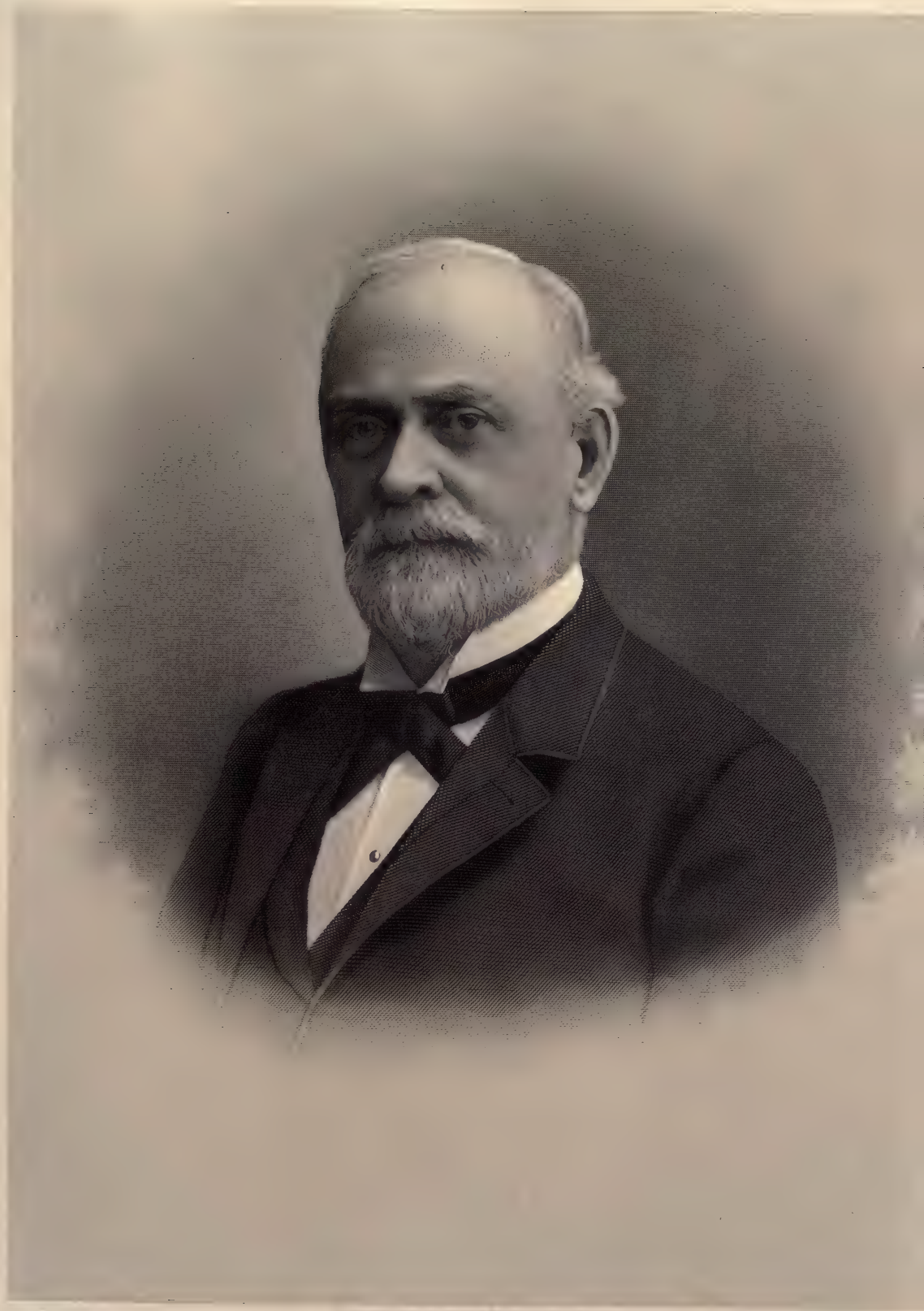
Mr. Cobb called upon the Rev. Stephen R. Beggs, the oldest living Chicago clergyman, born in 1801, and who was here in 1831, to make a prayer, after which he was asked to give his experiences in early Chicago. Additional addresses were made by the following pioneers: General Henry Strong, Ex-Chief Justice John Dean Caton, Judge Henry W. Blodgett, Judge James Grant, Hon. John Wentworth, Judge Grant Goodrich, J. Young Scam-

mon, and Lieutenant-Governor William Bross.

At the close of the last speech the guests were invited into the supper room. After refreshments they returned to the original reception rooms, which had been cleared for dancing. Mr. Mark Beaubien took a position at the head of the rooms with fiddle in hand, and the guests all went forward and shook his hand, as a valued friend of olden times, and congratulated him upon his well-preserved appearance and good spirits. He sang a song, accompanied by his fiddle, in ridicule of General Hull's surrender, which he learned at Detroit in 1812. Then he and Gurdon S. Hubbard indulged in a conversation in the original Indian tongue, which terminated in their giving a specimen of Indian dancing, to the great merriment of the company.

Hon. John Wentworth assumed the role of floor manager and, with a voice loud enough for the deafest to hear, called upon Colonel Julius M. Warren to lead Silas B. Cobb to the head of the hall for "Monnie Musk." He called upon all those over seventy-five, all over sixty, all over fifty-five, and all over fifty, and then requested the younger members of the Club to stand back and see how their fathers and grandfathers danced when Mark Beaubien handled the bow. The "Virginia Reel" and several old time favorite dances were afterward gone through with, and early incidents were recalled and stories told. The settlers then took their leave with many expressions of gratitude, hoping, without reasonably expecting, that some day they might all meet again. Their hopes were destined to be realized, for that was the first of a series of annual receptions given to the old settlers by the Calumet Club, which continued uninterruptedly until 1892.

Of the old settlers of Chicago prior to 1840 who attended the first Calumet Club reception, one hundred and forty-nine registered their names as follows: William H. Adams, James M. Adsit, Isaac N. Arnold, Ezra Batchelor, Bennet Bailey, Franklin Baker, William A. Baldwin, John Balsley, John Bates, Mark Beaubien, Jerome Beecher, Stephen R. Beggs, S. Sanford Blake, Henry W. Blodgett, Levi D. Boone, Jabez K. Botsford, Erastus E. Bowen, James B. Bradwell, Frederick A. Bryan, Arthur G. Burley, Augustus H. Burley, James Campbell, Thomas B. Carter, Abel E. Carpenter, Philo Carpenter, John Dean Caton, William L.



Potter Palmer

Church, Henry W. Clarke, L. J. Clarke, James Couch, Norman Clarke, Silas B. Cobb, Charles Cleaver, Isaac Cook, Eleazer W. Densmore, Calvin De Wolf, Christian B. Dodson, Theodorus Doty, Thomas Drummond, Wiley M. Egan, James F. D. Elliott, Albert C. Ellithorpe, Robert Fergus, Charles Follansbee, Robert Freeman, L. C. Paine Freer, Abram Gale, Stephen F. Gale, Philletus W. Gates, George H. Germain, Samuel H. Gilbert, Grant Goodrich, T. W. Goodrich, Peter Graff, Elihu Granger, Amos Grannis, James Grant, Franklin D. Gray, George M. Gray, John Gray, Joseph H. Gray, William B. H. Gray, Edward H. Haddock, Philip A. Hall, Polemus D. Hamilton, John L. Hanchett, Isaac N. Harmon, John S. Hawley, William Hickling, Van H. Higgins, Lorin P. Hilliard, Samuel Hoard, Charles N. Holden, Dennison Horton, Frederick A. Howe, Alonzo Huntington, Thomas Hoyne, Gurdon S. Hubbard, Nathaniel A. Jones, Michael Kehoe, Jonathan A. Kennicott, Mark Kimball, Martin N. Kimball, Walter Kimball, Tuttle King, H. W. Knickerbocker, Elisha B. Lane, James Lane, William Lock, Horatio G. Loomis, Edward Manierre, James A. Marshall, Alexander McDaniels, John R. Mills, Isaac L. Milliken, Ira Miltimore, Daniel Morrison, Ephraim Morrison, Ezekiel Morrison, James K. Murphy, R. N. Murray, Willard F. Myrick, John Noble, Mahlon D. Ogden, John A. Oliver, A. L. Osborn, William Osborn, Peter Page, Joseph Peacock, Asahel Pierce, J. W. Poole, Hibbard Porter, William G. Powers, Cornelius Price, John Prindiville, Redmond Prindiville, Benjamin W. Raymond, James H. Rees, Stephen Rexford, James J. Richards, Edward K. Rodgers, George F. Rumsey, Julien S. Rumsey, M. L. Satterlee, Sidney Sawyer, J. Young Scammon, Willard Scott, William H. Scoville, Alanson S. Sherman, Ezra L. Sherman, L. Sherman, Oren Sherman, Mark Skinner, S. Smith, William B. Snowhook, John Sollitt, Marcus C. Stearns, James W. Steele, L. Stewart, S. A. Stubb.

Many left without knowing a registry was being kept, and some called subsequently and registered.

This custom of inviting the old settlers to an annual reunion, which had been so auspiciously begun, was continued from year to year until 1892, when, for reasons of their own, the Directors of the Club decided not to hold the annual event. In the meantime, however, circumstances had been so shaping themselves

that, as a direct outcome of the yearly gatherings at the Calumet Club, the old settlers were to have an organization of their own, and the decision of the Club served to stimulate the plans that had been working in the minds of some of the more active old settlers previously.

THE PIONEERS OF CHICAGO.

The old settlers who were accustomed to gather once a year at the Calumet Club were not an organized society. There were merely invited guests of the Club, the only qualifications being that they must have been residents of Chicago qualified to vote in 1840. This formed rather an exclusive coterie, and kept from the gatherings a large number of old residents who laid claim to having grown up with the city from its infancy.

The Calumet Club had been asked once or twice to alter the qualifications so that more old settlers might attend the receptions, and it had been suggested that the year 1850 should be substituted for 1840. Those members of the Club who had the matter in charge thought differently, and were afraid that the receptions would become too large. This being the case, something had to be done by which those who were of the opinion that they were entitled to be ranked as old settlers should be able to come together.

In this emergency Mr. Fernando Jones came to the rescue with a happy thought in the spring of 1890. On May 26th of that year he would complete his seventieth year, and he determined to invite fifty old residents of Chicago to dine with him at the Auditorium in celebration of his birthday, and at the same time they would organize a society and retain the fellowship which had existed among them for so many years. A charter was applied for and, on May 22d, four days before the banquet, the charter was granted. It was a merry gathering of well-preserved and notable men that assembled in the Auditorium, and after Mr. Jones had been duly congratulated, the business of the evening was laid before the assembled guests. The idea met with hearty co-operation and it was unanimously resolved that a society should be formed, to be known as "The Pioneers of Chicago." The fifty guests present

formed the nucleus of this now well known society.

Two years later, on May 26, 1892, the Chicago Pioneer Society was formally organized at another banquet given by Mr. Jones at the Auditorium, and the following officers were elected: Henry W. Blodgett, President; Fernando Jones and James B. Bradwell, Vice-Presidents; Amos Grannis, Treasurer; William A. Calhoun, Corresponding Secretary; George H. Fergus, Recording Secretary.

The by-laws of the Society provide that no citizen of Chicago is eligible for membership until he has been fifty years in Chicago. Consequently the Society's membership is limited, but numbers over one hundred and eighty, including twenty-five ladies. Arrangements were made whereby the Society should not die out, even after its founders and original members were no more. To this end associate members were allowed to join, men who had lived nearly the fifty years, and who, having been born in Chicago, were still in the prime of life.

The object of the Pioneers of Chicago Society is to enable the real old folk to make the acquaintance of the younger class of pioneers. The Society is neither exclusive nor expensive. There are no initiation fees, the expenses being met by voluntary contributions. The candidate for admission to the Society is asked to fill out a blank addressed to the Board of Directors of the Pioneers of Chicago, certifying that he or she had resided in Cook County fifty years, with the additional facts of the date of birth and time of arrival in Chicago.

At the time of the formation of the Pioneers' Society, notices were sent to all who were considered eligible to membership, and with them information blanks. It was not then deemed advisable to include those old settlers who had been attending the receptions of the Calumet Club, as it was thought the members of that Club might think the Pioneers were encroaching on their prerogative and be offended.

The Pioneers of Chicago held their first annual reunion and dinner at the Grand Pacific Hotel, May 26, 1892, about two hundred ladies and gentlemen being present. At the same date in each succeeding year the society has held a reunion and banquet, which promises to be repeated for many years to come.

PIONEERS' SONS AND DAUGHTERS' SOCIETY.

Inspired by the laudable example of their forefathers to still further perpetuate and keep young in the hearts and minds of generations yet to come, the old time friendships, the early associations, the cherished recollections of pioneer days, there was organized, in the summer of 1901, still another association, the interest of whose members is directed toward the past rather than the future.

When the Pioneers of Chicago decided to place the year 1900 as a time limit in which those who desired to join their ranks should be able to qualify, a number of the descendants of the old settlers got together for the purpose of devising ways and means whereby they and others might also enter the charmed circle that formed the connecting link between the present and the past.

In this movement Mr. Frank W. Smith was the leading spirit. For many years Mr. Smith has taken a deep interest in Chicago, and possesses the most complete collection of pictures of old Chicago landmarks and historic places in the city. As a result of his earnest efforts to inculcate a feeling of interest among the younger generation, a meeting was held in July, 1901, in Parlor M of the Sherman House, which was attended by the following: Mrs. J. D. C. Whitney, William H. Gale, Fernando Jones, George Sinclair, James Sinclair, David Vernon, C. D. Peacock, De Witt H. Curtis, George H. Fergus, John A. Phillips and David E. Bradley.

In consequence of this gathering the organization now known as the "Chicago Pioneers' Sons and Daughters" was formed, and the following officers were elected: Frank W. Smith, President; Charles D. Peacock, First Vice-President; David Vernon, Second Vice-President; Samuel H. Kerfoot, Jr., Third Vice-President; Orson Smith, Treasurer; John S. Zimmerman, Corresponding Secretary; George H. Fergus, Recording Secretary; William H. Gale, Historiographer. Directors: David E. Bradley, De Witt H. Curtis, Edward T. Cushing, John J. Flanders, Sarah C. Forrest, Reuble M. Outhet, Albert G. Lane, Joseph Schlossman, Charles E. Sinclair, Alice J. Whitney.

The object of the Society is to renew and



Ferdinand M. Decca

maintain early social relations among the members, and those who were resident of Chicago as early as 1850, their descendants who have attained the age of thirty-five years, and those who were pupils and teachers of Chicago schools as early as 1860, are eligible to active membership. The husbands and wives of active members may become associate members, entitled to all the privileges except voting and holding office. The annual meeting is held on the second Tuesday in October.

The Pioneers' Sons and Daughters rapidly attained popular interest, and as all those who had joined the ranks of the Pioneers of Chicago were eligible to membership, the two societies are to a certain extent intermingled and affiliated with one another. The following is the complete membership of both organizations:

A

Miss Katherine Arnold, 108 Pine St., Chicago.
Mr. & Mrs. G. E. Adams, N. Clark & Belden Av., Chi.
Mrs. Sarah M. Adams, 467 Warren Ave., Chicago.
Mr. Charles E. Affeld, 1824 Diversey Blvd., Chicago.
Mr. Frank O. Affeld, 22 Pine St., New York.
Mr. John Anderson, 646 Cleveland Ave., Chicago.
Mr. & Mrs. J. M. Armstrong, 85 Lincoln Av., Chicago.
Mrs. J. K. Armsby & Sister, Evanston, Ill.
Mr. J. F. Ahles, 287 S. Irving Ave., Chicago.
Mr. Jas. M. Adsit, 400 Dearborn Ave., Chicago.
Mr. Chas. C. Adsit, 222 La Salle St., Chicago.
Mr. Wm. M. Adams, 566 Washington Blvd., Chicago.
Mr. Harvey Akhurst, 4812 Wabash Ave., Chicago.
Mr. Abram Adler, Joliet, Ill.
Mrs. Cyrus P. Albee (widow), Blue Island, Ill.
Mr. James B. Allen, 3410 W. 60th St., Chicago.
Mrs. Mary Allen, Mont Clair P. O.
Mr. Ed. L. Austin, 5723 Cedar St., Austin.

B

Mr. Edward Brainard, Chestnut St., Chicago.
Mr. John R. Barker, 2421 Indiana Ave., Chicago.
Mrs. John N. Barker, 5000 Greenwood Ave., Chicago.
Mr. Geo. P. Bay, 6400 Wentworth Ave., Chicago.
Mr. A. H. Blackall, Randolph St., Chicago.
Dr. J. N. Banks, E. Church Block, Chicago.
Mr. George Barry, Wilmette, Ill.
Mr. Hugh Bradshaw, 695 Fullerton St., Chicago.
Mr. Frederick Barnard, 46 La Salle St., Chicago.
Mr. David F. Bremmer, Home Ins. Bldg., Chicago.
Mr. Robert Bremmer, 205 La Salle St., Chicago.
Hon. Charles Bent, Morrison, Ill.
Mr. A. H. Beardsley, Rosalie Court, Chicago.
Mr. & Mrs. John Burton, Hinsdale, Ill.
Mr. & Mrs. Benjamin Burton, Aurora, Ill.
Mr. & Mrs. Cyrus Bentley, Ind. Ave. & 20th St., Chi.
Mr. & Mrs. B. A. Bailey, 649 Cleveland Ave., Chicago.
Mr. & Mrs. Babcock, 2701 Michigan Ave., Chicago.
Mr. & Mrs. John Bailey, Chicago.
Dr. David Basset, Waukegan, Ill.
Mr. & Mrs. W. E. Barnum, 6400 Wright St., Chicago.

Hon. John L. Beveridge, Evanston, Ill.
Mr. & Mrs. Andrew Blaikie, 417 Center St., Chicago.
Mr. & Mrs. E. S. Blake, 1275 Palmer St., Ravenswood.
Mr. & Mrs. J. Bickerdike, Elston Ave. & Roscoe St.
Mr. & Mrs. R. J. Bickerdike, 2053 Elston Ave., Chi.
Mr. & Mrs. R. F. Bickerdike, W. Ros. St. & Els. Av.
Mr. & Mrs. C. G. Bickerdike, 2077 Elston Av., Chicago.
Mrs. E. Brooks, 804 Pine Grove Ave., Chicago.
Mr. & Mrs. Thomas Buckley, 957 Spaulding Av., Chi.
Maj. & Mrs. E. A. Blodgett, 6415 Wright St., Chicago.
Mr. & Mrs. Andrew J. Brown, Evanston, Ill.
Mr. Henry Bowman, Oakland, Cal.
Hon. A. H. Burley, 254 Dearborn Ave., Chicago.
Mr. & Mrs. L. A. Budlong, Foster & West'n Av., Chi.
Hon. Thomas B. Bryan, Elmhurst, Ill.
Mr. Louis Braunhold, 1729 Diversey, Blvd., Chicago.
Mr. Robert Boyd, Ill. Trust & Savings Bank, Chicago.
Mr. C. F. Bass, 149 Lincoln Park Blvd., Chicago.
Mr. Chas. H. Brennan, 1007 West Adams St., Chicago.
Mr. Howard C. Bristol, East Tawas, Mich.
Mr. Edward F. Bishop, Denver, Colo.
Mr. Lewis Bushnell, 439 W. Randolph St., Chicago.
Mr. & Mrs. Geo. W. Beaubien, Dubuque, Iowa.
Mr. Thomas Bradwell, 3209 S. Park Ave., Chicago.
Mr. and Mrs. R. J. Bassett, LaSalle St., Chicago.
Mr. and Mrs. Boardman, 2513 Mich. Ave., Chicago.
Mr. & Mrs. H. C. Bradley, cf. 444 N. Clark St., Chi.
Mr. & Mrs. C. H. Bradley, Cty. Clks. Off., C. H., Chi.
Mr. Frank W. Baker, Benton Harbor, Mich.
Mr. N. S. Bouton, 191 47th St., Chicago.
Mr. Walter S. Bogle, 1449 Sheridan Park, Ill.
Mr. Hume R. Buchanan, 5315 Lake Ave., Chicago.
Mr. & Mrs. F. E. Brown, 6830 Woodlawn Ave., Chi.
Mary A. Bourke, 3650 Ashland Ave., Chicago.
Mr. L. N. Barnes, 4012 Cottage Grove Ave., Chicago.
Mr. Martin Barbe, 3153 Prairie Ave., Chicago.
Mr. Addison Ballard, 241 53rd St., Chicago.
Mr. N. H. Blatchford, 375 LaSalle Ave., Chicago.
Mrs. Jerome Beecher, 241 Michigan Ave., Chicago.
Mr. C. T. Boggs (deceased), 5547 Wash. Ave., Chi.
Mr. Ira P. Bowen, 218 LaSalle St., Chicago.
Mr. Wm. A. Bond, 4029 Drexel Blvd., Chicago.
Alice L. Barnard, 2018 N. 103rd St., Longwood.
Alex Beaubien, 98 S. Whipple St., Chicago.
Mr. Wm. S. Beaubien, 91 S. Whipple St., Chicago.
Mr. Geo. D. Bromell, 496 W. Monroe St., Chicago.
Mr. Fred M. Blount, Chicago Nat'l Bank, Chicago.
Mrs. Wm. Blair, 230 Michigan Ave., Chicago.
Mr. Otto C. Butts, Reaper Block, Chicago.
Mr. Jas. B. Bradwell, 112 Clark St., Chicago.
Mr. H. W. Blodgett, Waukegan, Ill.
Mr. & Mrs. A. E. Bournique, 51 23d St., Chicago.
Mr. Frank M. Barrett, 1304 Wash. Blvd., Chicago.
Mr. Fred W. Bryan, 164 LaSalle St., Chicago.
Mr. Chas. L. Boyd, 486 42d St., Chicago.
Mr. & Mrs. N. Buschwah, 142 Eugene St., Chicago.
Mr. A. C. Blayney, 398 40th St., Chicago.
Hattie J. Blake, 55 20th St., Chicago.
Mr. & Mrs. E. B. Bacon, 596 Cleveland Ave., Chicago.
Mrs. Oscar W. Barrett, 785 W. Monroe St., Chicago.
Mr. John D. Bangs, 3861 Ellis Ave., Chicago.
Mr. Olaf Benson, 594 Cleveland Ave., Chicago.
Mrs. Josephine J. Brabrook, 520 W. Congress St., Chi.
Mrs. Margaret P. Barker, 824 Wash. Blvd., Chicago.
Mrs. S. C. Blake & Sons, 55 20th St., Chicago.
Miss Josephine Balkman, County Record's Off., C. H.
Mr. David E. Bradley (deceased) Evanston, Ill.

Dr. Wallace Blanchard, Avenue House, Evanston, Ill.
 Mrs. Rose Baumstark, 189 E. Fullerton Ave.
 Mr. James Bell, Grove, Ill.
 Mr. Arthur G. Bennett, Wm. H. Hoyt & Co.
 Mr. Jonathan Brooks, 4912 Woodlawn Ave., Chicago.
 Mrs. Stiles Burton, 229 Michigan Ave., Chicago.
 Mr. & Mrs. Chas. Bowron, Green Bay, Wis.
 Mr. & Mrs. Arthur Burnham, Reid, Murdock & Co.
 Prof. C. P. Bradley, 1745 Hinman Ave., Evanston, Ill.

C

Mr. & Mrs. F. C. S. Calhoun, Oak Park, Ill.
 Mr. and Mrs. Chas. Catlin, 481 Belden Ave., Chicago.
 Mrs. Mary L. C. Clancy, 3244 Vernon Ave., Chicago.
 Mrs. B. F. Chase, 3353 Forest Ave., Chicago.
 Mr. and Mrs. Thos. Chalmers, 179 Ash'd Bd., Chicago.
 Mr. & Mrs. W. J. Chalmers, Virginia Hotel, Chicago.
 Mr. Arthur J. Caton, 1910 Calumet Ave., Chicago.
 Mr. G. H. Campbell, 3334 Rhodes Ave., Chicago.
 Mr. & Mrs. D. W. Clark, 956 Warren Ave., Chicago.
 Mr. & Mrs. R. R. Clark, 1547 N. Halsted St., Chicago.
 Mr. & Mrs. W. W. Clark, 1857 W. 22d St., Chicago.
 Mr. & Mrs. J. M. Clark, 2000 Prairie Ave., Chicago.
 Mr. & Mrs. Chas. Cherry, 6530 Monroe Ave., Chicago.
 Mrs. Flora B. Clark, 5830 Wash. Ave., Chicago.
 Mr. & Mrs. Clinton Carpenter, 306 Chestnut St., Chi.
 Mr. & Mrs. G. B. Carpenter, Lake Shore Drive, Chi.
 Mr. & Mrs. Jno. H. Carpenter, 16 Irving Pl., Chicago.
 Mr. & Mrs. O. J. Carpenter, 517 Fulton St., Chicago.
 Mr. & Mrs. H. E. Caster, 419 41st St., Chicago.
 Mr. & Mrs. Geo. Catlin, 5111 Hibbard Ave., Chicago.
 Mr. & Mrs. Robert Clark, 3505 Kenmore Ave., Chi.
 Mr. & Mrs. W. W. Cherry, 436 W. Wash., Chicago.
 Mr. & Mrs. H. B. Chamberlain, 6532 Vincennes, Chi.
 Mr. & Mrs. Walter F. Cobb, 138 Rush St., Chicago.
 Mr. & Mrs. W. Clingman, 617 Oglesby Ave., Chicago.
 Mr. & Mrs. R. W. Clifford, 1729 Mich. Ave., Chicago.
 Mr. and Mrs. John Sidney Cooper, 376 Oak St., Chi.
 Mr. & Mrs. Isaac S. Collins, 76 Bellevue Place, Chi.
 Mr. & Mrs. Isaac Cook, Jr., St. Louis, Mo.
 Mr. & Mrs. J. Harrison Cowper, 215 Warren Av., Chi.
 Mr. & Mrs. C. H. Cowper, 2 W. Madison St., Chicago.
 Mr. & Mrs. Frank L. Church, 165 Gladys Ave., Chi.
 Mr. & Mrs. Wm. Collier, 361 Fullerton St., Chicago.
 Mr. Jas. Alex. Clybourn, Eau Claire, Wis.
 Mr. & Mrs. Peter Cure, Blue Island, Ill.
 Mrs. Emma Carter, Salt Lake City, Utah.
 Mrs. Henry C. Crittenden, 1658 Brier Place, Chicago.
 Mr. Edmondson Cooban, 6142 Wallace St., Chicago.
 Mr. T. S. Chamberlain, 1668 W. Chicago Ave., Chi.
 Capt. W. A. Calhoun, 1043 Wilcox Ave., Chicago.
 Mr. Ira J. Couch, No. 6 Rookery, Chicago.
 Mr. & Mrs. Jno. T. Casey, 4720 Shields Ave., Chicago.
 Mr. John Culver, 64 Wendell St., Chicago.
 Mr. Leslie Carter, 108 Cass St., Chicago.
 Mr. Francis T. Colby, 282 Campbell Ave., S. Chicago.
 Mrs. M. S. Chatterton, 2897 Kenmore Ave., Chicago.
 Mrs. Charlotte Miller Crib, Lake Villa, Ill.
 Mr. E. T. Cushing, Dearborn & 15th St., Chicago.
 Mr. C. W. Clingman, Carson, Pirie, Scott & Co., Chi.
 Mary F. Clift, 425 La Salle Ave., Chicago.
 Mr. D. B. Coey, 5238 Michigan Ave., Chicago.
 Mr. Stewart Clark, Evanston, Ill.
 Mr. Daniel W. Clark, People's Gas Co., Chicago.
 Mr. J. V. Clarke, Hibernian Bank, Chicago.
 Mr. & Mrs. W. B. Conkey, 5318 East End Ave., Chi.
 Mr. Andrew Cummings, 147 Dearborn St., Chicago.

Mrs. H. R. Clissold, Morgan Park, Ill.
 Mr. A. J. W. Copelin, 308 Dearborn St., Chicago.
 Mr. R. W. Clifford, 1729 Michigan Ave., Chicago.
 Mrs. Robert Clarke, 2022 Indiana Ave., Chicago.
 Mrs. M. Crowe, 433 Grand Ave., Chicago.
 Mr. James Cook, 2964 State St., Chicago.
 Mr. R. H. Countiss, 3612 Michigan Ave., Chicago.
 Mr. R. W. Cox, 131 Astor St., Chicago.
 Mr. Chas. R. Corwith, 1945 Prairie Ave., Chicago.
 Mr. Chas. C. Curtiss, Studebaker Bldg., Chicago.
 Gertrude Cole, 3139 Forest Ave., Chicago.
 Mrs. W. N. Campbell, 398 Superior St., Chicago.
 Mr. Lucien P. Cheney, 444 Dearborn Ave., Chicago.
 Mrs. James Chisholm, 536 Orchard St., Chicago.
 Mrs. Emily A. Chapman, 1239 Wilcox Ave., Chicago.
 Mrs. H. J. Cater, Libertyville, Ill.
 Mr. & Mrs. J. B. Carter, 499 W. Congress St., Chicago.
 Mr. J. C. Carroll, Majestic Hotel, Chicago.
 Mr. & Mrs. E. D. Clarke, 5432 Lexington Ave., Chi.
 Mr. G. T. Chacksfield, 941 W. Van Buren St., Chicago.
 Mr. Fred L. Chase, 128 5th Ave., Chicago.
 Gen. A. L. Chetlain, 1137 Birchwood Ave., Chicago.
 Mrs. Archibald Clybourn, 135 Seminary Ave., Chicago.
 Mrs. Rebecca Fetsworth Curth, 6458 Wright Ave., Chi.
 Mr. De Witt H. Curtis, 409 Wash. Blvd., Chicago.

D

Mr. John R. Daley, 318 High St., Elkhart, Ind.
 Mr. & Mrs. A. J. Doyle, 5915 Washington Blvd., Chi.
 Mr. & Mrs. John F. Dony, 96 Hill St., Chicago.
 Mr. & Mrs. H. L. Daniels, 81 Lefferts Pl., B'klyn, N.Y.
 Mrs. Mary R. Dewey, 5700 Jackson Ave., Chicago.
 Mr. & Mrs. John Dennis, 34 St. John's Pl., Chicago.
 Mr. & Mrs. John S. Dixon, 387 Bissell St., Chicago.
 Mr. & Mrs. Jas. M. Doyle, 203 Wood St., Chicago.
 Mr. & Mrs. Chas. Hogan Dodson, Geneva, Ill.
 Mr. Joseph Duncan, 4047 Indiana Ave., Chicago.
 Mrs. M. O. Downes, 880 Warren Ave., Chicago.
 Mr. & Mrs. E. A. Downs, 7 Lake St., Chicago.
 Mr. & Mrs. Harvey C. Doty, 88 Austin Ave., Chicago.
 Mrs. Margaretta K. Donelly, 398 Oak St., Chicago.
 Mr. Wallace De Wolf, Midlothian Club, Chicago.
 Mr. & Mrs. David G. Doty, 486 E. 42d Place, Chicago.
 Mr. & Mrs. Erastus D. Doty, 486 E. 42d Pl., Chicago.
 Mr. Chas. A. Dean, 1 River St., Chicago.
 Mr. James B. Dutch, 6637 Parnell Ave., Chicago.
 Mr. Thomas Dugall, 47 Cedar St., Chicago.
 Dr. N. S. Davis, Jr., 291 Huron St., Chicago.
 Mr. John Dillon, 5000 Washington Ave., Chicago.
 Julia Knights Duncan, 4728 Evans Ave., Chicago.
 Mr. T. C. Denier, 489 Ashland Ave., Chicago.
 Virginia E. Doty, 5547 Washington Ave., Chicago.
 Mr. Fred Dickinson, 97 Board of Trade, Chicago.
 Mr. & Mrs. H. L. Dahl, 634 La Salle Ave., Chicago.
 Mrs. H. L. Dupee, 4824 Woodlawn Ave., Chicago.
 Mr. Albert J. Deniston, 3226 Rhodes Ave., Chicago.
 Mr. John Doles, 184 La Salle St., Chicago.
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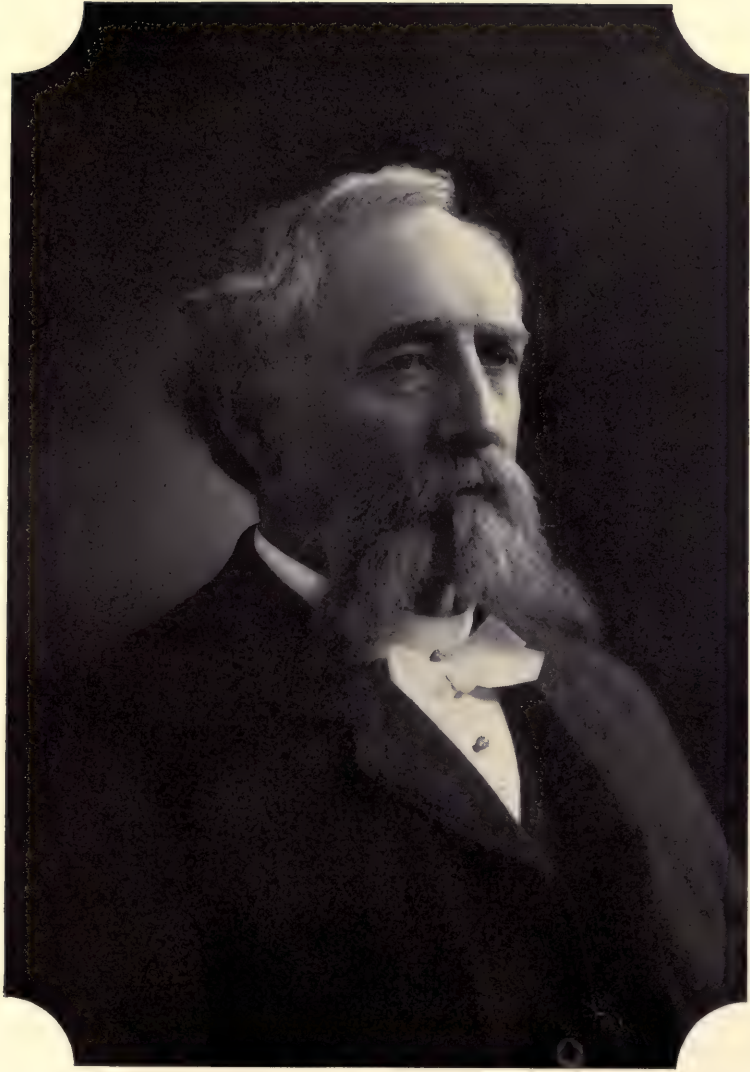
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Mr. & Mrs. Chas. Jacob Sauter, 210 Ran. St., Chi.
 Mr. & Mrs. George A. Severns, 2819 Mich. Ave., Chi.
 Mr. & Mrs. Charles R. Scales, 114 S. Water St., Chi.
 Mr. & Mrs. James W. Scott, Mail. Dept., P. O., Chi.
 Mr. & Mrs. C. H. Saddle, Prairie View, Lake Co., Ill.
 Mr. & Mrs. Dennis J. Swenle.
 Gen. & Mrs. Frank T. Sherman, Waukegan, Ill.
 Mrs. Martha E. Sherman, Evanston, Ill.
 Mr. & Mrs. Austin O. Sexton, 3827 Ind. Ave., Chi.
 Mr. & Mrs. George Schneider, 2000 Mich., Ave., Chi.
 Mr. & Mrs. Albert F. Snell, 406 Cleveland Ave., Chi.
 Mr. & Mrs. Joseph Sears, Kenilworth, Ill.
 Mrs. Charles R. Steel, Waukegan, Ill.
 Mr. & Mrs. Orson Smith, 41 Bellevue Pl., Chicago.
 Mr. & Mrs. John Stoneham, 134 Walnut St., Chi.
 Mr. & Mrs. Geo. M. Scott, Johnson & 22d St., Chi.
 Mr. & Mrs. Henry H. Shufeldt, 261 Kinzie St., Chi.
 Mr. & Mrs. John M. Smyth, 300 W. Adams St., Chi.
 Mr. Peter Schuttler, W. Mon. & Clin. Sts., Chi.
 Dr. & Mrs. Ralph E. Starkweather, 115 Dearborn, Chi.
 Mr. & Mrs. W. W. Strong, 453 Wash. Blvd., Chi.
 Mr. and Mrs. B. W. Thomas, 1842 Ind. Ave., Chicago.
 Mr. and Mrs. William C. Seipp.
 Mr. & Mrs. Benj. F. Schnell, 1088 N. West. Av., Chi.
 Hon. Alson Smith Sherman, Waukegan, Ill.
 Miss Sherman Waukegan, Ill.
 Mrs. Harriet Sayre, Mont Clare Sta., Chicago.
 Mr. E. H. Smalley, 1477 Kimball Ave., Chicago.
 Mr. & Mrs. Geo. W. Spofford, 1520 Wash. Blvd., Chi.
 Miss Fanny A. Speer, 3642 Indiana Ave., Chicago.
 Miss Jos. C. Snow, 987 N. Leavitt St., Chicago.
 Mrs. Wm. H. Stone, 3438 Rhodes Ave., Chicago.
 Mr. H. O. Stone, 4924 Woodlawn Ave., Chicago.
 Mr. Wm. Chas. Scupham, Homewood, Cook Co., Ill.
 Mrs. Emma Sinclair, 7449 Eggleston Ave., Chicago.
 Mr. Jas. E. Slocum, 5139 Madison Ave., Chicago.
 Miss Valentine Smith, 288 Michigan Ave., Chicago.
 Mr. Frank W. Staples, 11 Fifth Ave., Chicago.
 Mr. D. C. Schnell, 407 W. Randolph St., Chicago.
 Mr. & Mrs. Fred Schapper, Blue Island, Ill.
 Mrs. John Stell, 3226 Lake Park Ave., Chicago.
 Hattie Gray Sherman, 3324 Milwaukee Ave., Chicago.
 Mr. E. A. Shedd, 3812 Michigan Ave., Chicago.
 Mr. C. B. Shedd, 3812 Michigan Ave., Chicago.
 Mr. G. V. Smith, 352 S. Marshfield, Chicago.
 Mr. Fred A. Smith, Clark & Madison Sts., Chicago.
 Mr. Wm. H. Spear, 97 51st St., Chicago.
 Miss Belle Smith, 239 Ashland Ave., Chicago.
 Mr. Chas. H. Smith, 171 Jackson St., Chicago.
 Mr. Jos. Schlossman, M. O. Dept., P. O.
 Mr. W. W. Sammons, Corn. Exch. Nat. Bank, Chi.
 Mr. E. H. Sammons, 3112 S. Park Ave., Chicago.
 Mr. La Grand Smith, 410 Chicago Ave., Chicago.
 Mr. Geo. Sinclair, 3755 Wabash Ave., Chicago.
 Mr. Jas. C. Sinclair, 3252 S. Park Ave., Chicago.
 Mr. Chas. Sinclair, 1491 Perry St., Chicago.
 Mr. D. J. Swenle, 524 W. Jackson St., Chicago.
 Mr. C. J. Stambaugh, 52 Dearborn St., Chicago.
 Mr. Ed. G. Shumway, 4549 Ellis Ave., Chicago.
 Mr. & Mrs. C. B. Shourds, 108 E. 45th St., Chicago.
 Mr. Solomon J. Stebbings, 7351 Princeton Ave., Chi.
 Mrs. Emily W. Stevens, 124 Ashland Blk., Chicago.
 Mr. John C. Sampson, 710 Tacoma Bldg., Chicago.
 Mr. Chas. E. Scharlau, 59 Dearborn St., Chicago.
 Mr. Wm. F. Scharlau, 384 N. Paulina St., Chicago.
 John & Wm. Sweney, Mil. Ave. & Belmont St., Chi.
 Mr. Chas. R. Stauffer, 4163 Drexel Blvd., Chicago.
 Mr. F. W. Smith, Corn Exch. Nat. Bank, Chicago.



Eben, F. Rungas

T

Mr. and Mrs. B. W. Thomas, 1842 Ind. Ave., Chicago.
 Mr. & Mrs. F. F. Thwing, 4838 Evans Ave., Chicago.
 Mr. Samuel H. Talmage, Milwaukee, Wis.
 Mr. H. P. Talbott, 241 Michigan Ave., Chicago.
 Judge & Mrs. Lamb't Tree, Ontario & Cass Sts., Chi.
 Mrs. L. G. Titus, 1238 N. Clark St., Chicago.
 Mr. Fred'k B. Tuttle, 2022 Michigan Ave., Chicago.
 Mr. & Mrs. Laurin H. Turner, 4915 Wash. Ave., Chi.
 Mr. & Mrs. J. Turner, Addison & Lincoln Ave., Chi.
 Mr. John S. Turner, 109 Duane St., New York.
 Mrs. Carrie Ferguson Turner, 3601 Ellis Park, Chi.
 Mr. A. S. Tyler, 88 Randolph St., Chicago.
 Mr. A. D. Taylor, Glencoe, Ill.
 Annie E. Trimmingham, 5239 Cornell Ave., Chicago.
 Mrs. F. K. Tracy, 545 W. Jackson, Chicago.
 Mr. John Tyrrell, Kenilworth, Ill.
 Mrs. C. O. Tower, 743 Jackson Blvd., Chicago.
 Henry Turner, Esq., 420 Belden Ave., Chicago.
 Mrs. Miller Thayer, 184 Norwood Place, Chicago.
 Mr. W. E. S. Trowbridge, Downer's Grove, Ill.

U

Mrs. B. W. Underwood, 3004 Prairie Ave., Chicago.
 Mr. Chas. Updike (deceased), 137 Rialto Bldg., Chi.
 Mr. Henry E. Updike, 137 Rialto Bldg., Chicago.
 Mr. S. L. Underwood, 5327 Cornell Ave., Chicago.

V

Mr. Jno. M. Van Nortwick, Appleton, Wis.
 Mr. Wm. M. Van Nortwick, Batavia, Ill.
 Mr. & Mrs. Geo. Van Sant, 833 W. Monroe St., Chi.
 Mr. & Mrs. J. C. Vaughan, 6048 Jefferson Ave., Chi.
 Mr. & Mrs. J. E. Vreeland (Englewood), Chicago, Ill.
 Mr. Samuel Vial, 444 Fifth Ave., La Grange, Ill.
 Mrs. Amy G. Van Horn, 1491 Perry St., Chicago.
 Mr. David Vernon, Com. Nat. Bank, Chicago.
 Mr. Henry R. Vandercook, 4153 Berkeley Ave., Chi.
 Mr. C. R. Vandercook, 213 S. Park Ave., Austin, Ill.
 Mr. John Vernon.
 Mr. W. Vernon.

W

Mr. & Mrs. Charles B. Waite, 168 53d St., Chicago.
 Mr. Campbell W. Waite, 168 53d St., Chicago.
 Mr. & Mrs. N W. Watson, 174 Millard Ave., Chicago.
 Mr. & Mrs. R. J. Washke, 2339 Calumet Ave., Chi.
 Mr. & Mrs. Wm. B. Walker, 2027 Prairie Ave., Chi.
 Mr. & Mrs. Geo. C. Walker, 228 Mich. Ave., Chicago.
 Mrs. Mary Judson Wells, 3366 South Park Ave., Chi.
 Mr. and Mrs. James B. Wayman.
 Mrs. John W. Wauhop, 2457 Prairie Ave., Chicago.
 Mrs. James Wallace, 3551 Ellis Ave., Chicago.
 Mr. & Mrs. Henry Warrington, 127 Park Ave., Chi.
 Mr. & Mrs. F. H. Waite, 5141 Madison Ave., Chicago.
 Mr. and Mrs. Marshall Wait.
 Mr. and Mrs. Orrin Warner,
 Mrs. Roxana Lowe Warner, 3611 Grand Blvd., Chi.
 Mr. and Mrs. Geo. S. Wheeler, Waukegan, Ill.
 Mr. and Mrs. A. W. Wheeler.
 Mr. and Mrs. Arthur Wheeler.
 Mr. & Mrs. L. D. Webster, 386 Dearborn Ave., Chi.
 Mr. and Mrs. Eugene Wheeler.
 Mr. & Mrs. A. J. Weckler, 435 Evanston Ave., Chi.
 Mr. & Mrs. Stephen W. Wheeler, 6804 Yale, Chicago.

Mr. & Mrs. F. A. Winkelman, 387 Warren Ave., Chi.
 Mr. & Mrs. Chas. F. Whitmarsh, Austin, Ill.
 Mr. & Mrs. John H. Witbeck, 2841 Mich. Ave., Chi.
 Mrs. Lizzie Hoyne Williams, 3253 Forest Ave., Chi.
 Mr. & Mrs. Aug. W. Wright, Monadnock Blk., Chi.
 Mr. & Mrs. Edward J. Whitehead, Austin, Ill.
 Mr. & Mrs. Wm. H. Whitehead, Evanston, Ill.
 Mr. and Mrs. Hempstead Washburne.
 Mr. and Mrs. Bernard Wygant, 131 Park Ave., Chi.
 Mr. & Mrs. Alonzo Wygant, 537 W. Jackson, Chicago.
 Mrs. Esther Wardlow, 5330 Greenwood Ave., Chicago.
 Julie Beaubien Waite, 173 Walnut St., Chicago.
 Rev. Edw. F. Williams, 70 N. Clinton St., Chicago.
 Mr. & Mrs. Henry J. Willing, 100 Rush St., Chicago.
 Mr. & Mrs. Geo. A. Wemple, 3409 63d Place, Chicago.
 Mr. Lorenz Walter, Roscoe St., Chicago.
 Mr. & Mrs. J. F. Ward, 1725 Hinman Ave., Evanston.
 Mr. Chas. J. Wailer, Evanston, Ill.
 Mrs. Alice J. Whitney, 453 Belden Ave., Chicago.
 Mr. and Mrs. W. W. Wait, 124 Ashland Blvd., Chi.
 Miss A. E. Winchill, 133 E. Circle, Norwood Pk., Chi.
 Mrs. Sylvia E. Walker, Hinsdale, Ill.
 Mr. & Mrs. F. E. Walker, 4454 Woodlawn Ave., Chi.
 Mrs. David Wylie, 524 Orchard St., Chicago.
 Mr. John D. Walsh, Mont Clare, Ill.
 Mr. Silas B. Watson, 311 S. Robey St., Chicago.
 Carrie Adsit Wheeler (C. C. Adsit), 224 La Salle, Chi.
 Mr. Geo. W. Waite, La Grange, Ill.

Y

Mr. H. H. Yates, 2897 Kenmore Ave., Chicago.

Z

Mr. John S. Zimmerman, 132 Park Ave., Chicago.

PIONEERS' SONS & DAUGHTERS' SOCIETY.

THE SONS OF CHICAGO is the title of an association composed of the sons of old settlers of Chicago, or those who had attended the public schools of the city, organized in 1894, the first president being Thomas H. Cannon, followed by Charles E. Kotz and William Dollard. Their meetings were attended by many of the old pioneers—both ladies and gentlemen—who thus sought to encourage the boys and add interest to the occasion. The exercises included addresses by the old Pioneers and Sons of Chicago; the presentation of gold medals to the oldest son and oldest daughter whose parents were born in Chicago; a fat men's race, open to all over 200 pounds, the distance being 300 feet and the prize a fine silk umbrella; an old-fashioned game of baseball—prize, bat and ball; ladies' race, open to all between 15 and 25 years—prize, a gold ring; old-fashioned game of football—prize, a ball; egg race, open to ladies of 15 to 18 years—distance 300 feet—prize, a beautiful fan; the exercises being interspersed with dancing, games, speech-mak-

ing and a general good time. The following were members of the principal committees at the first meeting:

Executive Committee—William Dollard, William S. Beaubien, Philip Jackson, John G. Neumeister, John S. Cooper, M. S. Musham, C. S. Periolet, John F. Doney, Val. Schmitt, Henry Best, John S. Burke, Paul Dassa, A. J. Thaler, Charles E. Kotz and Frank Kettinger, Jr.

Reception Committee—William Dollard, Nic. Reis, Alex. Beaubien, J. L. Velt, Louis Haase, James J. Tobin, John Davis, Robert Beygeh, Thomas J. Finucane, Edward Houseman, John B. Casey, Ed. Tague, Henry Clybourn, Phillip Kastler, Clarke E. Rolfe, Jacob Schnur, George Ludwig, William Burke, James Connolley, Thomas Cannon, John P. Rafferty and John Best.

THE OLD-TIME PRINTERS' ASSOCIATION.

When a little band of printers who had grown gray in the service—who had learned their cases when Chicago was still in the struggling years of its infancy—met one blustering day in March, 1885, to promote a feeling of sociability and good fellowship, they little anticipated they would be parties to so successful a christening. The organization, however, was not completed until March 21, 1886, when a number of old-time printers assembled in the club room of the Sherman House and formed a permanent association. It was chartered as a corporation under the laws of the State of Illinois May 23, 1896.

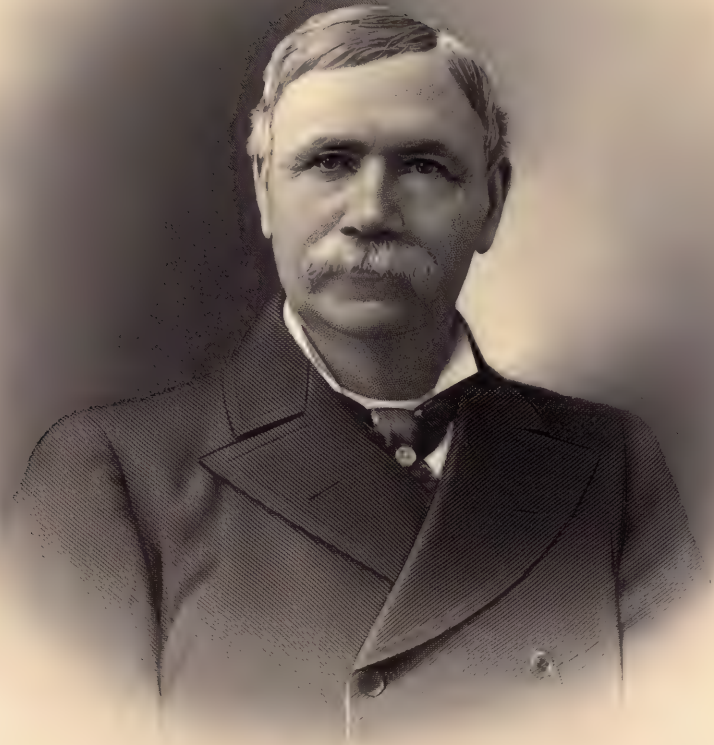
The object of the association is to promote a feeling of sociability and good fellowship among the pioneer printers of Chicago, but at the same time its members will encourage and assist one another in efforts to better their condition. It also provides for an annual reunion on January 17 (Franklin's birthday), or on other occasions of such a nature as may be determined upon by the members. The association is composed of printers who have been engaged in the printing or publishing business, as employer or employe, twenty-five years or more in Chicago previous to their application. Continuous residence in the city or employment at the business is not required. The regular meetings of the association are

held quarterly on the second Sundays in January, April, July and October.

The following comprised the charter members: J. S. Thompson, J. R. Daly, John Buckie, C. B. Langley, A. J. Getzler, J. L. Bancroft, John Gordon, S. Davis, S. E. Pinta, Samuel Rastall, A. C. Cameron, C. F. Sheldon, John Anderson, J. C. Burroughs, James Hyde, M. J. Kearns, J. A. Van Duzer, William McEvoy, M. J. Carroll, A. McCutcheon. At the first regular quarterly meeting, held in the reading room of the Sherman House on April 24, 1886, these officers were elected: J. A. Thompson, President; D. Oliphant, Vice-President; A. C. Cameron, Secretary and Treasurer. Directors: John Anderson, W. A. Hornish, J. Camberg, A. McNally, J. S. Thompson, A. C. Cameron, John Buckie, J. S. Rastall, D. Oliphant and A. McCutcheon. At this meeting Hon. John Wentworth was present and addressed the members, narrating in an interesting manner some of his experiences with the craft in the days gone by, and concluded by congratulating the association on the steps it had taken and wishing it abundant success. He was then elected an honorary member of the association.

The first banquet of the association was held at the Matteson House on January 17, 1887. This hotel had an interesting history. It was at that time a five-story brick building, located at the corner of Lake and Dearborn streets, and for a long time a city landmark. In 1836 the lot on which it stood was sold by Dr. W. B. Egan to John H. Hodgson for \$1,000 and a suit of clothes. The latter, with others, built the Baltic House, which was burned in 1849. In 1850 Joel A. Matteson, who subsequently became governor, bought the land, paying for it \$9,000, and erected the hotel bearing his name. After passing into various other hands it was finally, on March 5, 1866, sold at auction for \$130,000.

At this first banquet addresses were made by J. H. McVicker, Governor William Bross, Mark L. Crawford and A. H. McLaughlin. Governor Bross pictured the busy life of the old-time editor when he was his own canvasser for subscribers, his own collector of doubtful bills, and general collector of such items of local importance as could be turned in for the day's news. Messrs. Crawford and McLaughlin gave the printers' end in a manner to gratify their brethren of the craft, and the entire affair was voted a success.



Engraved by F. C. Williams & Son, N.Y.

R. J. Sexton



The second celebration was held at Kinsley's, with Major Calkins, editor of the Evening Journal, as orator of the occasion. At subsequent banquets addresses were made by the following printers, editors and men of public renown: Mayor Carter H. Harrison, Sr., William Penn Nixon, John McGovern, R. W. Patterson, James W. Scott, Washington Hesing, Martin J. Russell, Moses P. Handy, H. H. Kohlsaat, M. H. Madden, Hon. William J. Haines, Dr. Thomas, Paul Hull, Joseph Medill, F. K. Tracy, Judge John Barton Paine, Francis W. Walker, Colonel N. A. Reed, Rev. J. A. Brushingham, Hon. W. J. Calhoun, Luther Laflin Mills, A. H. Brown and Judge Holdom.

On June 6, 1896, a statue of Benjamin Franklin was unveiled in Lincoln Park under the auspices of the Old-Time Printers' Association. The statue was a gift from Mr. Joseph Medill of the Chicago Tribune, and the occasion was made notable by appropriate exercises and eloquent addresses by Mr. Medill, M. J. Carroll, Conrad Kahler, William Penn Nixon, H. D. Estabrook and P. F. Pettibone.

One of the pleasant features of the association is the annual picnic which is held in September of each year at Humboldt Park. On this occasion all the old-time printers, accompanied by their wives and children, take a day off and enjoy themselves under the trees. Games, refreshments and contests by young and old enliven the occasion.

The following is a list of members: John Anderson, Ephraim Abbott, Standish Acres, A. B. Adair, George S. Affolter, Richard Barlow, Frank Beck, Charles F. Blakeley, Thomas E. Billings, Joseph Bichl, James A. Bond, Charles N. Bond, Henry R. Boss, T. D. Brock, A. H. Brown, Garrett Burns, John S. Burke, P. J. Cahill, John Canty, M. J. Carroll, Thomas Carroll, Joseph Carolan, D. W. Clark, Charles E. Cobb, D. F. Considine, J. R. Courson, M. L. Crawford, John R. Daly, Thomas Day, Paul De Brule, William E. Dennis, S. M. Dickson, J. M. Edson, Thomas N. Ellis, J. M. Farquhar, T. H. Falkner, W. H. Faul, R. M. Figg, A. L. Fyfe, James Garner, Isaac D. George, E. T. Gilbert, John Gordon, James Gunthorp, William Hack, John Halloran, W. H. Hawes, James Hayde, John F. Higgins, Frank B. Howard, Fred Hull, W. A. Hutchinson, J. B. Hutchinson, D. J. Hynes, C. M. Jacobus, J. R. Jessup, Nels Johnson, Fred Johnson, Michael Kearns, John P. Keefe, D. C. Kelley, William Kennedy,

Edward Kerrott, Martin Knowles, F. Kohlbecker, C. B. Langley, J. W. Langston, J. Lauth, James L. Lee, W. N. Lewis, F. M. Leyda, Van J. Lyman, M. H. Madden, John Mangan, William Mill, Charles M. Moore, W. F. Morrison, John C. McBean, John McGaffrey, William S. McClevey, J. H. McConnell, William McEvoy, John McGovern, A. H. McLaughlin, J. A. McNamara, Sam D. McNeal, William Nicholson, Sam K. Parker, W. J. Parsons, O. H. Perry, C. H. Philbrick, William Pigott, Samuel E. Pinta, Frank M. Powel, M. C. Pringle, Samuel Rastall, N. A. Reed, James L. Regan, Frank Ross, James Schock, C. F. Sheldon, L. C. Shepard, H. D. Smith, John M. Smyth, Joseph C. Snow, Peter Splithoff, J. B. Stranger, John B. Stevens, C. G. Stivers, H. S. Streat, John Stuart, Thomas E. Sullivan, E. G. C. Thomas, F. K. Tracy, George A. Treyser, John W. Troy, C. D. Tuttle, J. G. Van Horn, John R. Walsh, John C. Ward, Nick Welsh, H. J. Wendorff, O. F. Wermich, Richard Westlake, Lee H. Wilson, John H. Wood, General John C. Black, W. J. Calhoun, Henry D. Estabrook, Judson Graves, Joseph Hatton, Frank Hudson, Paul Hull, William J. Hynes, H. H. Kohlsaat, Andrew McNally, William Penn Nixon, Robert W. Patterson, John Barton Payne, E. Powell, M. J. Russell, M. E. Stone, Rev. Dr. H. W. Thomas, George P. Upton, Francis W. Walker.

OLD SETTLERS' CLUB OF WILLIAM STREET.

Away back in the early forties there was a street on the West Side called William. It was not a very great thoroughfare, being only about three blocks long, but it contained an aggregation of patriotic citizens who were interested in the city's growth and welfare, and who later became identified with Chicago in various important capacities.

The first permanent settler on William street was Michael Nugent, who took up his residence there in a frame house about the year 1845. Among the other residents of the street were John C. Haines, Mayor of Chicago during the years 1858-59, who occupied a house on the northwest corner of Van Buren and Sangamon streets. The house still stands and is at present used as a boarding house. Mr. Haines was born in New York in 1818, and

coming to Chicago, served six years in the City Council, and a similar period as Water Commissioner. He was elected a member of the State Constitutional Convention in 1869, and a member of the State Senate in 1874. On the opposite corner from Mr. Haines' place stood the residence of Dr. W. B. Egan. The house of Samuel B. Hoard, who was Postmaster of Chicago in 1865, stood at the end of the street. The Jesuit church was also one of the early landmarks of the street. The only water supply on the West Side south of Madison and west of Halsted street was supplied by an old-fashioned hand pump, located in William street.

During the Civil War this abbreviated thoroughfare, whose total number of inhabitants did not exceed one hundred voters, sent about twenty men to the front, who joined Colonel James A. Mulligan's Irish Brigade.

In the campaign of 1876, when Samuel J. Tilden was running on the Democratic ticket for President of the United States, every voter on William street cast a ballot for him, in consequence of which Alderman Frank Lawler subsequently had the name of the street changed from William to Tilden, by which it is at the present time known.

During the year 1903 it occurred to several of the former residents of William street to look up their early day neighbors, with the idea of reviving old-time memories, perpetuating the friendships formed during the younger years, and preserving the identity of the old William street residents. After some time spent in locating them—for in the intervening years they had scattered to various parts of the city—a goodly number were notified, and as a result the Old Settlers of William Street Society was organized in September, 1903, with the following officers: Patrick Murphy, President; William A. Hanley, Recording Secretary; John Riley, Financial Secretary; Michael Day, Treasurer. The following comprise the members: John McDermott, Edward Noonan, Charles McKenna, Captain Charles O'Neil, Lieutenant John F. Pyne, Sergeant John Riley, Edward Riley, Charles Riley, John Griffin, Michael Gorman, Michael O'Grady, Sergeant Michael Hogan, John Dougherty, William Mangin, Timothy Hanley, William Dillon, William O'Rourke, John Welch, John Hanley, Fred Fitz, John Kluber, James Scanlan, John T. Rowley, Dennis Sullivan, Sergeant Edward Marpole,

James Murphy, Jacob Keller, Philip Grady, John Grady, Thomas G. O'Connor, Frank Mitchell.

Those who lived or were born on William street, and their descendants are eligible to membership. The first annual reception of the organization was held at Pick's Hall, Kedzie and Colorado avenues, on March 17, 1904.

THE GERMAN OLD SETTLERS' PICNIC.

One of the annual events that is looked forward to with a great deal of interest and pleasurable anticipation by every German old settler in Chicago, is the picnic that is given yearly under the auspices of the Turn-Gemeinde. Since 1875 this Society has held these reunions at some appropriate place on the North Side, and the enthusiasm in celebrating these events has grown with each succeeding year.

While not regularly organized, the German old settlers attend these affairs faithfully and participate in the exercises with the hearty good will that always distinguishes the Teutonic people. Although the picnics are under the supervision of a German society, they are not confined exclusively to Germans, as every old German settler in the city who is aged forty-two years or over, and who had resided in Chicago or its suburbs previous to 1881, is invited to attend, and upon registering in a book of memorials, receives a silk badge inscribed with the year of his or her settlement.

Primarily, these annual gatherings were inaugurated for the purpose of retaining in the hearts of the Germans who had adopted the United States as their future home a warm place for the Fatherland; the instilling in every breast of a high degree of the duties each one owes to himself and his forefathers; the fostering of old-time national customs; and as a means whereby the older people would be able to come in closer contact with the younger generation.

It is the object of the Turn-Gemeinde to make these outings as pleasant as possible, socially, and patriotic addresses are given, prizes are offered for contests of various kinds, and medals are awarded old settlers under the following conditions:



Robert L. Tatham

1. To the old settler present, who has continuously resided in Chicago for the greatest number of years.

2. To the old lady settler present who continuously resided in Chicago for the greatest number of years.

3. To the old settler present, born in Germany, who has continuously resided in Chicago for the greatest number of years.

4. To the old lady settler present, born in Germany, who has continuously resided in Chicago for the greatest number of years.

5. To the old settler who has been longest in the employ of the same business concern at Chicago, and who is still there employed at the present time.

6. To the lady who has been longest working in the same family, and still holds that position.

7. To the couple of old settlers whose combined age will give the greatest number of years.

8. To the couple of old settlers, born in Germany, whose combined age will give the greatest number of years.

9. At 5 p. m. grand prize waltz; silver medals and bouquets given to the old couple whose combined age will give the greatest number of years.

A complete list of the members of this association embraces about 2,800 names, of which nearly 1,300 are male members and over 1,500 ladies. Only the names of those dating as far back as 1854—or having had a residence in Chicago of fifty years—are given in the following list:

MALE MEMBERS.

1822—Alex. Beaubien.

1832—Jas. Maxwell.

1833—Jas. B. Allen.

1834—Judge J. B. Bradwell, T. A. Howe, L. D. Taylor.

1835—Wm. Gale, James Hogan, Fernando Jones, G. W. Soule, Geo. Sinclair, Wm. J. Sloan.

1836—Henry Ackoff, Henry Gilbert, C. C. P. Holden, Dan Long, Jas. C. Sinclair.

1837—Erastus D. Doty, Clark Geib, H. E. Krueger, Wm. Sweeney.

1838—Claudius Blair, Peter Mathers, C. O. Pratt, Henry Russer, J. W. Rich.

1839—B. F. Allison, Thomas Allison, Lawrence Schiestel.

1840—Lorenz Baer, Geo. H. Fergus, C. H.

Falch, John B. Foot, Nick J. Gauer, Chas. Harpel, M. Mattes, N. G. Skufsted.

1841—Albert E. Ebert, S. A. Lock, John C. Murphy.

1842—H. Best, Wm. Gasfield, Nicholas Jax, Wm. Kyle, Peter Schnur, Edwin Tinter, T. W. Weller.

1843—P. Allmendinger, Adam Grimmer, Mathias Knost.

1844—Geo. Atzell, Michael Bischoff, Bernard Hoell, M. Klein, W. C. Ozier, Wm. Rehm, Henry Runge, Chas. E. Sinclair, John Schaefer, Nicholas Schoeneck, J. W. Silver, J. C. Weihe.

1845—Henry Budde, John P. Barrett, John P. Brossel, John B. George, Geo. Haeuslein, John Marshal, Peter Peters, G. H. Smith, John Sickinger, Jacob Schnable, Christ Schimmels, B. F. White.

1846—A. Brachtendorf, Louis A. Berger, Geo. M. Gross, Christ Huber, F. Kaiser, Jacob Klaesen, J. M. Mahler, F. Mehrling, Dan J. Rock, John Schmidt, Henry Schade, Nick Sippel, Jacob Schank, Math. Q. Schmidt, Geo. L. Taylor, Chas. West.

1847—Martin Bender, Geo. A. Bender, Adam Bender, John Bartz, J. H. Bishop, Michael Bies, Jacob Eberlen, Ludwig Fiene, N. Frank, Martin Horn, John A. Hespen, Robert Henderson, John D. Haake, John E. Hart, Michael Kaerns, H. Koehsel, J. Krummenacher, H. W. Lunn, James C. Murphy, Aug. Muenchhausen, Franz Maerz, N. H. Ruger, S. Simon, Ludwig Uff, Jos. Wolfenstetter.

1848—Chas. Albee, Fred Allen, Henry Biepho, Jacob Best, John Christmann, Geo. Eberlein, Peter Finkler, Louis E. Grimme, Wm. Goely, Francis Harvey, Jacob Heator, Friedrich Hucksald, G. M. Illingworth, J. E. Koehsel, M. F. Kavanagh, Joachim Kurth, Valentin Kistner, F. Linsenbarth, P. C. Mueller, C. Oakley, John Shaunessy, Jos. B. Schlossman, Gilbert Thies, Edw. E. Varges, Jas. Wright, Geo. Zeigler.

1849—J. Adams, Jas. E. Boland, Fred Backer, M. J. Corcoran, M. J. Coughlin, Robert Clark, John C. Enders, John Franz, Christ Fink, Alex. Franzen, Fred W. Forst, C. H. Graves, Geo. Loesbrook, Chas. Lichtenberger, Fred G. Leiger, H. F. Mahler, John Moeller, John H. Ohlerking, Wm. Ohlendorf, John L. Peake, Hugh Ritchie, Frank W. Smith, Geo. Schmidt, John Schuetler, Henry Schucht, H. P. Talbot, Joseph Waldhauser, Wm. Wharton, Henry Wachter.

1850—Chas. Baumstark, Fred Becker, Gilbert Gerbreth, H. Grusendorf, R. Hochbaum, John

Hamill, Louis Hutt, Wm. Handley, John Haley, Joseph Jiroch, Peter Klauss, Justus Loehr, Ferd Link, W. J. Moore, P. McDonnell, Ferd C. Propper, P. J. Quinn, Chas. Sokup, Henry Schnath, Christ Thiele, Aug. Walter, David W. Walsh.

1851—M. Benner, Phil Beck, Joseph Collasky, Heinr Dusold, Andrew Deach, Chas. Gloeckler, H. W. Goodridge, A. G. Goodridge, Louis Goelzlin, Wm. Hahn, J. N. Klapperich, Lorenz R. Kenn, Christ Krueger, Ernst Leistikow, J. S. Le Beau, Peter Merz, A. McCutcheon, Albert J. Needham, Wm. Nicholat, J. D. Perkins, Jacob Rinn, Felix Schweistal, John C. Tatge, P. R. Wilhelm.

1852—John Agnew, Adam Blane, John P. Bock, G. N. Burkhardt, F. W. Buhler, Geo. Beutenmiller, Albert Boese, Henry Bending, Adam Breuer, John Carlson, Fritz Deutsche, Albert Embde, Gust Elser, Frank Faust, A. Goodjohn, John G. Goetz, Wendel Grimm, Geo. L. Gegenwart, Martin Gareis, Balth. Hessemer, Jonas Huehn, Louis Hebel, Fritz Kurz, Jacob Kurtz, Henry Kurtz, Fred Kanehl, Geo. F. Kolbe, F. W. Locke, Anton May, W. J. McGargle, Jacob Pfeiffer, B. Reed, John C. Ries, Max Schweitzer, Wm. Stennagel, John Schleich, Henry Snowell, Wm. Schroeder, H. A. Schwuchow, Adam Stoffel, J. C. Schiesswohl, Andrew Specht, D. W. Sullivan, Aug. Schrader, W. H. Smith, Fred Trost, Geo. Ungrich, Jacob Velt, Jacob Volkmann.

1853—C. F. Arnhold, Hy. Boedernitz, Celestine Birchmeier, John Bicker, Fritz Bloch, Henry Cordtz, J. W. Duggan, Herman Eschenburg, Adam Frech, Louis A. Frey, Fred Heide, Joseph Huebner, G. W. Heurich, Fred Hall, Chas. Haas, Fred Harris, Geo. Joeslin, Simon Jobst, C. Juergensen, Theo. G. Kimmann, Matheus Kapler, Fred Koretke, Theo Klingner, Wm. Lange, George Laitsch, Geo. B. Miller, John S. Mitchell, Fred Marwedel, Louis Muncho, A. J. Neuberger, Aug. Neubert, Fried Otto, Christ Olgren, Al Peters, Reinhard Riedle, Henry Ruethling, Jos. Stang, Henry Scheiderman, John Strickland, Ferd. Schroeder, Paul Stofferan, Andrew Schmitz, H. F. Stellmann, Robt. R. Sampson, Peter Stetzler, Wm. Schmidt, Frank Simon, Henry Seipp, Louis Stuerzel, Chas. Strautz, Chas. O. Thoma, P. J. Thielen, J. B. Thielen, Wm. Voelkner, J. W. White, Jas. Wickboldt, Joseph Willi, E. D. White, Aug. Ziehn.

1854—W. N. Arcutz, Lebrecht Ammann, Ad.

Arndt, Philip Breitzmann, Martin Bartmann, Fred Benzow, Hartwig Behrens, John Bersbach, P. F. Blesen, Jas. Beiersdorf, William Barthels, Henry Berger, W. E. Cavanaugh, Andrew Charleston, Louis Daube, John Doerr, George Adam Erbe, John Eisner, Thos. Fitzgerald, L. Freiburger, Henry Gundermann, C. F. Geist, C. F. Giesenschlag, Lazarus Goldberger, Wm. Hanneforth, Jacob Hemsler, F. Hartwig, John Hanson, Wm. Hahn, John Hummer, H. C. Hevrob, Chas. Hager, H. Juengling, C. H. Julius, Peter Johnson, Carl Klatt, Edward M. Keefe, Wm. F. Kellmann, Perry Krus, Albert Laemmerz, Peter Lersch, Wm. Lehmann, Chas. Lindeman, John Manz, H. B. Meinhardt, Oscar F. Mueller, Leon Monnhunne, Ferd. Miller, John Meier, John M. Morrison, Philip Merz, J. M. Nacken, Thos. Nolan, Louis Oswald, Wm. Ohr, F. A. Oswald, Adam J. Press, J. J. Penner, Frank Parmelee, Sam Rindskopf, H. Romstedt, Edward Rossner, Frank Rich, Gust Schlottbauer, Carl Schlechting, John Schilirra, Henry Schneider, D. A. Stryker, Heinrich Straske, Henry Schaefer, John Sampson, John Schlundt, H. Stadelmann, Fred Schroeder, Henry Tewes, Wm. Wiesenbach, Otto E. Wolff, Chas. J. C. Will, Chas. Wiederhold.

LADY MEMBERS.

1834—Marie Brady-Haley, Sarah P. Forest.

1835—Mary A. Coogan.

1836—Marie Elterman, Mrs. M. C. Garrity, Susanna Goeden, Susanna Gorden, Sophionia Hampton, Ann Mary Huehn, Mrs. C. C. P. Holden, Marie McNulty.

1837—Mary Jefferson, Margaretha Roberts.

1838—Sophia Hentschel, Phoebe Le Beau, Marie L. E. Sauter, S. G. Steven.

1839—Dena Gunther-Clark, Elisa Harpel, Mary Sampson.

1840—Susan Beaubien, Rhoda Hough, Helene Kastler, Mary Link, Catharine Ollinger, Amelia Seamens, Kunigunde Wiensdorfer.

1841—Sarah Harvey, Clara M. Merchant, Magdaline Martine, Angeline Seese.

1842—Walberger Baer, Betsy Iredale, Augusta Kaufman, Maria Kinder, Alice McClevy, Emma Mueller, Marie Meyer, Annie M. Meson, Mary Metz, Sophie Pohlmann, Ellen I. Russel, Marie Schiesswohl, Sarah Tatge.

1843—Susanna Hand, Kathrina Ludwig, Mary Miller, Anna Maria Srom.

1844—Thurbar Bergman, Magdalena Crocker, Christina Eiszner, Bessie Green, Mrs. Chas. Moisle, Anna M. Nanzie, Lina Clara Osborn,



F W Young

Caroline Russer, Catherina Schweinfurth, Julia A. Stanley.

1845—Kathrina Barbian, Doretthea Dressler, Marie Heyde, Auguste Hauslein, Barbara Holdship, Barbara Keil, Marie Peters.

1846—Ellen M. Broadway, Anna Burkhardt, Marg. Clinton, Katrina Fischer, Margaret Franz, Catherina Gage, Anna Maria Ganshaw, Margarete Hoffman, Margaretha Huber, Emilie Jacobs, Lena Kemmler, Julia Lang, Anna Lesterheim, Sophie Mueller, Sophie Niemeyer, Katherine Schmitz, Maria Vollmuth.

1847—Minnie Aron, Theresa Bear, Johanna F. Bretthauer, Emma Butzow, Catherine Clark, Mary L. Charlette, Lizzie Clausen, Marie Dieterich, Dora Dierks, Anna Friederich, Annie Hartel, Barbara Hettinger, Catharine Juergenson, Magdalena Koch, Marie Lauer, Catharine Marno, Elizabeth McLaughlin, Louisa Noll, Maria Runge, Dorothea S. Schmidt, Anna Sewell, Margaretha Schubert, Elizabeth Thilo, Elizabeth Vickers, Carolina Weihe, Annie Waarich, Franzeska K. Wachter, Franciska Zernitz.

1848—Anna Apfel, Saera Cornell, Mathilda Clotter, Catharine Dietch, Sarah Frank, Marie Finster, Katie Gushhorst, Anna Hochsoll, Catharine Henricks, Anna Hirsch, Selma Hausman, Eva Kronenberger, Theresa Lubeck, Henrietta Linsenbarth, Mary McClevy, Marie A. Miller, Anna B. Miller, Georgiana Oyen, Helen Renick, Carrie Stattfeld, Bridget Stewart, Annie Sedgwick, Isabel Seaton, Catharine Schlecht, Mary Stryker, Franziska Zernitz.

1849—Elizabeth Byrne, Kate Condon, Annie Dwyer, Kate Franz, Mary Ann Glasebrook, Ella J. Griffith, Margaret Geier, Margaret Gregory, Louise Hess, Libby Howe, Louise Hespen, Marie Leopold, Alice Lavery, Allen Lavery, Clara Mehrle, Mary Mansfield, Helena Manz, Carolina Ohlerking, Christina Rosenberger, Magdalene Schmidt, Bridget Swenle, Augusta Schneider, Julia Sweenie, Barbara Weber, Mary Weber.

1850—Mrs. C. Arnold, Marie Bartolmey, Augusta Braasch, Emma Colby, Rose S. Curney, Julia Emersen, Alma Marie Fink, Adelheid Gunger, Elizabeth Gloor, Maria Gohuth, Margaret Hammill, Anna Holst, Katherine Keiser, Maria Keller, Mathilda Küch, Annie Lahl, Mar-

garet Leander, Katharine Maylor, Emma Mahler, Phillipina Marquardt, Marie Martin, Amelia Nurnberger, Elizabeth Nehls, Anna Pomy, Elizabeth Press, Clara Redell, Elisa Simon, Mary A. Smith, Resina Sanger, Mary Troble, Mary Walter, Louisa Winsauer, Elizabeth Weser, Elizabeth Wasserstrass, Anna M. Yunker, Margaret Zender.

1851—Margaret Andre, Josephine Boche, Ernestine Beck, Fredericka Ditt, Emila Eschenburg, Sophie Goezlin, Ellen Heide, Mary Huber, Wilhelmina Juritz, Bertha John, Elizabeth Joslin, H. E. Katz, Catharina Kruger, Mary Long, Mary Mark, Mathilda Noe, Agnes Roth, Carrie Smith, Franziska Strassheim, Dora Smith, Marie Schroeder, Sahra Schoeneck, Elizabeth Smith, Mary Specht, Minnie Schroeder.

1852—Mary Aubert, Mrs. James Barry, Catharine Berger, Agathe Baler, Mary Charleston, Elizabeth Dietz, Catharina Dornhecker, A. Mary Eul, Anna M. Enders, Charlotte Ehlers, Marie Eckstein, Christine Fischer, Rachel Force, Magdalena Fritsch, Pauline Gensche, Eliza Grimes, Elizabeth Goodjohn, Mary Goodjohn, Kate Hoff, Eva Heiss, Ida Hetzel, Louise Horethe, Katharine Hummel, Carolina Hochfeld, Wilhelmina Hallen, Emma Heckman, Bertha Käseberg, A. M. Kleusch, Maria Krauss, Caroline Lende, Emma Liermann, Emma Matthei, A. McGinnis, Mary Nicolai, Sophia Naef, Barbara Niedergang, Maria Netz, Mary Neuman, Sophia Pohlmann, Katharine Philipp, Bertha Pappolt, Elizabeth Rich, Hannah Rühlman, Dorothea Soelke, Anna Schergen, Mary Schmidt, Katherine Simson, Ernestine Sickel, Caroline Specht, Christine Sauter, Magdalen Ulrich, Johanna Wickboldt, Marie Wolfram, Louise Weller, Marie Welter, Margaretha Weller, G. L. Zirngibl.

1853—Lizzie Alber, Louisa Beck, Helena Boser, Maria Burbach, Carolina Biederstedt, Frida Doll, Mathilda Doss, Johanna Ebert, Wilhelmine Fibich, Louise Fink, Sarah L. Gavitt, Mary Grube, Elizabeth Haas, Marie Hoisington, Marie Haas, Marie Haenske, Marie Heinrich, Catharine Hutt, Mrs. A. Hunt, Catharine Hildebrand, Minnie Katterbach, Doretta Klinger, Wilhelmina Kummer, Lina Kaiser, Louise Larand, Fredericka Lemmerthal, M. Lang, Crescentia Locher, Maggie C. Lester,

Emilie Lynch, Anna Minwegen, Rosnie Marweden, Mary McGonagle, Henrietta Moeck, Mrs. I. A. MacDonald, Annie Nelson, Carolina Nusser, Margareth Noll, Mary Neumeister, Mary Peters, Dora Peters, Nellie J. Peake, Margarethe Rutzer, Ann Riley, Celina Restatter, Henrietta Stahl, Marie Scheib, Dora Schweer, Sophie Simon, Catharine Stoffregen, Frances Spahr, Katie Steele, Wilhelmina Schwuchow, Marie Annie Sedlu, Catharine Sampson, Minnie True, Sarah Voight, Wilhelmina Wippe, Margaret Weisrock, Anna Martha Weisgerber.

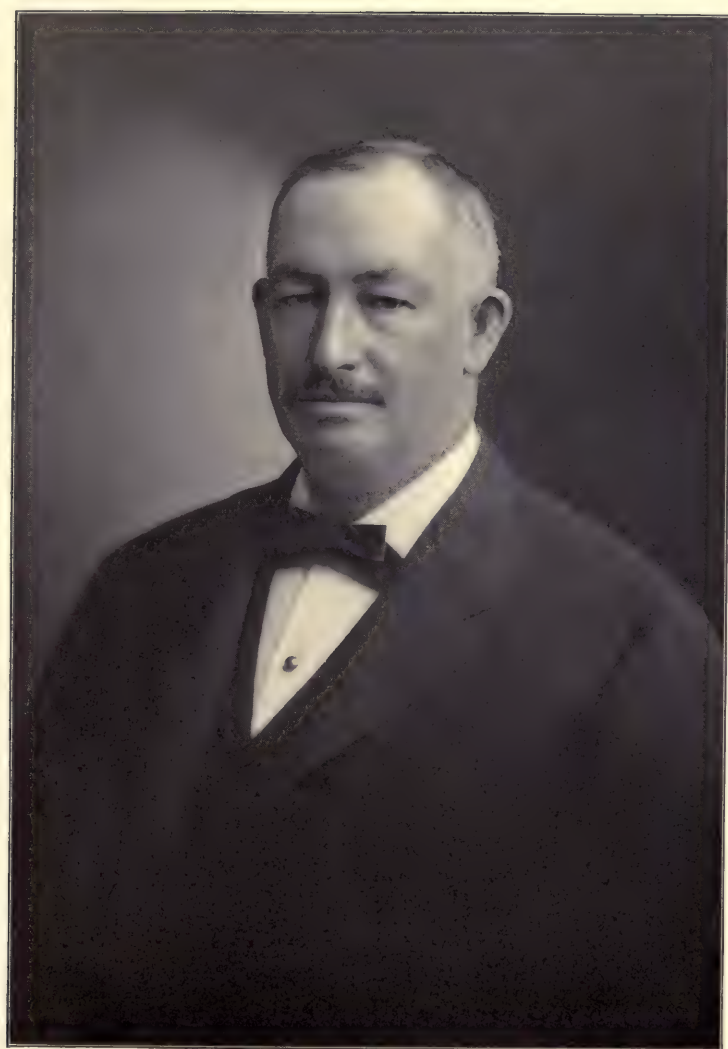
1854—Emilie Berg, Dora Brandenburg, Sophie Buhmann, Mary Brown, F. Buenzow, Anna Busch, Jakobine Bresen, Mary Bishop, Marie H. Clemerin, Emma Colligan, Friedericke Dahlbohm, Eva Dietz, Dora Duerk, Blanca Dreyer, Marie Diehl, Paulina Dahme, Elizabeth Dawson, Frederika Debus, Mary Doll, Teresia Edgland, Gertrude Edelman, Regina Eckhart, Marie Friedel, Babetta Fuerstenberg, Alwine Friedler, Maria Faust, Elisabeth Fischer, Rosalie Gunderman, Sophia Grefer, Bertha Gruschow, Anna Gimble, Anna Grau, Fredericke Grotz, Emilia Geortz, Mina Geist, Barbara Homan, Sophia Halleman, Maria Hauselman, Margareta Hoertig, Margaretha Hornberg, Katie Hunsche, Sophie Justice, Lizzie Kemme, Wilhelmine Krzikowsky, Lizzie Kniering, Barbara Kaepfel, Mina Koch, Barbara Klein, Mathilda Knaub, Mary Kehr, Gertrude Klatt, Elizabeth Kiesling, Margaret Kirchner, Katherine Karpenstein, Franziska Kauff, Maria Karstner, Maria Karthansen, Minnie Lutz, Barbara Link, Anna H. Lodge, Jennie Long, Dora Leonhardt, Elizabeth R. Lauer, Catharine Lichtenthal, Katharine Maurer, Alvine Miller, Cathrina Muller, Lena Mahler, Matilda Mather, Elizabeth Mueller, Rosa Mögerlein, Barbara Mayer, Eliza Marriott, Carolina Oberndorff, Mary Off, Anna Paus, Matilde Penner, Franciska Riemann, Sophie Rehm, Louise Raseldouf, Wilhelmina Schlichting, Sophie Schramm, Frieda Stacke, Margaret Schade, Anna Straper, Anna Sleyer, Ernestine Steuernagel, Amalie Scholl, Elizabeth Stetzler, Elizabeth Swissler, Mrs. Theo. Tresselt, Mary Wetterer, Clara Webber, Louise Water, Marie Weinberger, Catharine Zender.

CHAPTER XXII.

STOCK YARDS HISTORY.

FIRST SLAUGHTER HOUSE IN CHICAGO—ORIGIN AND DEVELOPMENT OF THE PACKING INDUSTRY—THE FOUNDERS AND PROMOTERS OF THE BUSINESS—EARLY STOCK YARDS—ORGANIZATION OF THE UNION STOCK YARDS—PHENOMENAL GROWTH OF THE PACKING AND LIVE-STOCK TRADE—DESCRIPTION OF BUILDINGS AND GROUNDS—BANKING INSTITUTIONS—STATISTICS FOR DIFFERENT YEARS—PAST AND PRESENT OFFICERS—INTERNATIONAL LIVE STOCK EXPOSITIONS, 1900-1904.

The first slaughter house erected in Chicago was built by Archibald Clybourn in 1827, situated on the North Branch of the Chicago River, near what was known as the Bloomingdale road, and opposite the present site of the North Chicago Rolling Mills. It was built of logs, and was followed by a frame structure which remained standing for more than fifty years. The original use was for the killing of animals for the supply of the garrison at Fort Dearborn. Following Mr. Clybourn in the slaughtering and packing business came George W. Dole. In October, 1832, he slaughtered and packed 152 head of cattle for Oliver Newberry, of Detroit, the product ultimately finding its way to New York. Mr. Dole purchased his live stock from Charles Reed, of Hickory Creek, paying therefor \$2.75 per hundred pounds. The cattle were slaughtered upon what was then an open prairie, but is now at the corner of Michigan Avenue and Madison Street. Mr. Dole employed but two men, John and Mark Noble, Jr., who received as their perquisites, the hides and tallow of the animals killed. By December of the same year Mr. Dole's business had increased materially, and the killing and packing of hogs was made the prominent feature, 338 porkers being slaughtered during that month. The animals were bought from John Blackstone for \$3.00 per hundred pounds, net. At that time barrels were brought from Detroit, and the hogs, which were slaughtered at the rear of the warehouse, were stored away in bulk until the necessary supply of barrels could be secured. Meanwhile Archibald Cly-



James H. Ashby

bourne had become Government butcher for the Pottawatomies, and during 1833 packed some 250 head of cattle and about 2,000 hogs. Mr. Dole used Mr. Clybourn's packing house this year, packing about the same number of cattle and about 1,000 hogs.

In 1834 another packing and slaughtering house was erected on the South Branch by George W. Dole and Oliver Newberry, of Detroit. The output of this establishment, during the first year of its existence, was about 300 head of cattle and 1,400 hogs. The same year Gurdon S. Hubbard transformed into a packing house an old building on the corner of South Water and La Salle Streets, formerly used as a bank. He slaughtered 5,000 hogs during the year, but encountered no little difficulty in procuring barrels, which were finally brought from Cleveland at a cost to the purchaser of one dollar each. Mr. Hubbard moved his place of business to the corner of Kinzie and Rush Streets, where he erected a new and improved packing-house, and where he remained until 1840, when he removed to a new building which he had erected on South Water Street, between Clark and La Salle Streets. Here he remained until 1848, when he removed to the North Branch.

In the winter of 1835 and spring of 1836, William Jones (father of Fernando Jones), of the firm of Jones, King & Co., hardware merchants, joined Archibald Clybourn in packing a large quantity of meats for that time, in the packing house located on the river bank at the corner of South Water and Clark Streets, and, having more than they could dispose of in this market, they shipped the balance to Buffalo, N. Y.

Sylvester Marsh, one of the pioneers in the packing industry in the West, came to Chicago from New England in the winter of 1833. At first he opened a market, killing beef cattle as needed for each day's consumption, underneath an old elm tree on the prairie on what is now Monroe Street, about 100 feet west of Fifth Avenue, on the south side of the street. Later he engaged in the packing business with Mr. Hubbard, continuing in this business with brief interruption, until 1855 when he returned to the East. He was a witness before the United States Senate Committee on Education in 1883, and gave some interesting testimony regarding the state of this business during the early days of Chicago's history. He stated

that, "There was hardly anything to kill but beef, hardly any sheep, very few hogs—and they came from the Wabash in Indiana. I drove them from there to Chicago (150 miles), and they were all killed for local consumption. In 1838 I paid \$6.00 per hundred pounds for pork in Chicago; but in 1841, with a view of finishing the canal the next summer, I bought pork for \$2.00 per hundred pounds for all hogs that weighed 200 pounds or over; and for less than that weight, \$1.50 per hundred pounds. I bought beef for barreling in 1843 for \$2.00 a hundred for the fore-quarters, if the ox weighed 600 pounds, and \$1.50 if he fell under it—which was the lowest price I ever heard of its being sold for. I staid in the business until I killed 185 head of large cattle and 500 hogs per day, which was not more than a teaspoonful to what they have come to since I left the business. In the fall of 1850 I shipped a propeller load of about 3,000 barrels of provisions to Ogdensburg, which were stored there until the Ogdensburg & Lake Champlain and the Rutland & Burlington Railways were completed in January, 1851, when I was appointed Freight and Passenger Agent for these roads. My business was to procure freight and passengers from the West over these roads, the freight bound for the Boston market.

"In the winter of 1836-37 Fernando Jones, John C. Haines and others hit upon a novel plan for securing the bounty offered by the county of \$1.25 each for the scalps of prairie wolves. By placing the heads of the slaughtered cattle on the partially thawed ice on the Chicago River (between Madison and Monroe Streets), which froze solid at night, they attracted the attention of the wolves, which were easily shot by the watchers, while trying to carry off the heads of the dead animals."

Other packers of that period were as follows: O. S. & R. M. Hough, associated with Sylvester Marsh, 1839; D. H. Underhill, who opened a meat market at the corner of State and North Water Streets in 1837; Eri Reynolds, who commenced business in 1841 in one of the houses previously occupied by George W. Dole, while Oren Sherman and N. Pitkin packed several hundred hogs in the winter of 1841-42.

The firm of William Felt & Co. (brothers) made the first direct shipment of beef from Chicago to the seaboard in the winter of 1842-43, when Archibald Clybourn slaughtered and packed for this firm some 3,000 head of cattle.

In 1843-44 Thomas Dyer and John P. Chapin formed a partnership as packers, carrying on business in the house recently occupied by Eri Reynolds. Julius Wadsworth entered the firm in 1844, and one year later, on the retirement of Mr. Chapin, the firm name became Wadsworth & Dyer. Hugh Maher was the cooper who furnished the barrels for the house which, in 1844, exported the first piece of beef from Chicago to Great Britain. George Steele was known as a pork-packer in 1843, his place being on South Water Street, a little west of Franklin. During the next few years, the following named parties appear among others who have been engaged in the meat-packing business in Chicago:

Firm.	Cattle.	Hogs.	Cost of packing house.
G. S. Hubbard & Co.....	200	1,000	\$10,000
Hough & Co.....	225	1,000	25,000
Cragin & Co.....	400	1,000	45,000
Thomas Nash (afterwards Van Brunt & Watrous).....	400	1,400	19,100
A. Brown & Co.....	200	600	10,000
Tobey, Booth & Co.....	...	600	10,000
John Hayward.....	140	400	5,000
Jones & Culbertson.....	...	1,200	9,000
J. & J. Stewart.....	...	300	3,000
George Steele & Co.....	...	300	3,000
Moore, Stevens & Co.....	200	600	15,000
W. Leland.....	...	100	.....
Small Packing Houses.....	1,400	500	.....
Totals	3,165	9,000	\$154,100

The following extract from the Chicago "Daily Democrat" of Sept. 26, 1848, gives a picture of the packing business of Chicago at that period, which, being written from a contemporaneous standpoint, is of interest:

"The beef-packing season has opened unprecedentedly early this year, and already a brisk little business is being done by one firm in this city—Messrs. Marsh & Sherry. This firm kills from fifty to sixty head per day, and has already shipped seven hundred barrels of beef to the East. Chicago will rely for its supplies of cattle this season principally, if not altogether, on the northern portion of the State, being grass-fed cattle, which gives the beef a peculiar richness. One firm, Wadsworth, Dyer & Co., have already contracted for one thousand head of cattle. We have seen letters from their commission house in Boston stating that their beef takes the lead, altogether, of that shipped

from Maine; also one from England to Wadsworth, Dyer & Co., stating that, as long as their beef is kept up to its present standard, there is no fear but what it will compete successfully with the best Irish brands. This firm kills none but the best cattle, and uses foreign salt altogether in packing. In consequence of this superiority, most of the beef packed in this city goes to England or Boston. It is expected that eighteen thousand barrels of beef will be packed this season, or perhaps more. Of this Marsh & Sherry expect to pack four thousand barrels; Wadsworth, Dyer & Co., ten thousand; and the remainder by Slocum & Clapp, and one other firm. Barrels are selling at \$1.00, at which price contracts for large numbers have been made."

On November 16, 1850, the "Gem of the Prairie," published by Kiler K. Jones, brother of Fernando Jones, gave an exhaustive review of the business, mentioning the names and describing the business done by them as follows:

"The slaughtering and rendering establishment of Sylvester Marsh is situated upon the beach immediately north of the north pier. The packing house is situated on the bank of the river, at the corner of North Water and Wolcott Streets. It was built during the present year, is three stories high, and sixty by eighty-four feet in size. He employs seventy-five hands, and slaughters 185 cattle per day. He pays out for the season, cash, for cattle, \$90,000; for salt and barrels, \$15,000; for labor, \$5,000—total \$110,000.

"The slaughtering and packing house of Gurdon S. Hubbard is situated upon the North Branch on East Water Street, between Michigan and Illinois Streets. Number slaughtered per day, 105; hands usually employed, seventy-five. He packs this year for Norman Felt, of New York, Joseph Draper, of Boston, and W. Smith, of New Haven. Pays for cattle, \$100,000; for salt, barrels and labor, \$21,000—total, \$121,000.

"The establishment of Wadsworth, Dyer & Co. is situated upon the North Branch, in the suburbs of the city. The various buildings cover half an acre. The number of cattle slaughtered this season by the firm will probably exceed 6,000. The firm employs 110 men and slaughters 210 head of cattle per day. They commenced operations here seven



Solva Brintnall

years ago. Their brand in the London and Liverpool markets takes precedence over beef from every other quarter of the world. Their hides are purchased by Gurnee, Hayden & Co., and their refuse carted by C. Beers for his farm beyond Bridgeport. Paid for cattle, \$132,000; for salt, barrels and labor, \$28,000—total, \$160,000.

"R. M. & O. S. Hough are located a short distance below Bridgeport, immediately on the bank of the river. Their building is thirty by sixty feet in size, with wings. They are working fifty hands, and slaughtering 130 head of cattle per day. Cash paid for cattle, \$70,000; for salt, barrels and labor, \$15,000—total, \$85,000.

"Passing down the river until within a short distance of the tannery of Gurnee, Hayden & Co., we come to the slaughtering and packing house of William B. Clapp. He is killing one hundred head of cattle per day, and working forty hands. He has a contract for supplying one thousand eight hundred barrels to the United States Navy. Cash paid for cattle, \$56,000; for salt, barrels and labor, \$16,000—total, \$72,000.

"A little farther down is the establishment of Eri Reynolds, a brick building fifty by one hundred and twenty feet in size. He packs for himself and W. & H. Felt of Earlville, N. Y., employs thirty hands and slaughters about ninety head of cattle per day. His estimates for the season are: Cash for cattle, \$48,000; for salt, barrels and labor, \$10,000—total, \$58,000.

"The seventh and last establishment—that of Messrs. Clybourn & Ellis—we did not find time to visit. It is situated upon the North Branch, about one mile above Ogden's bridge. They will slaughter this season about two thousand head of cattle, and the cost of the same, including salt, barrels, labor, etc., will amount to about \$45,000.

"Hence, we have about twenty-seven thousand, five hundred cattle packed, and \$651,000 paid out. The majority of cattle are fattened in Illinois, McLean County bearing the palm; but a portion are brought from Indiana and Iowa."

Oramel T. and Roselle M. Hough, who had previously been associated with Sylvester Marsh, erected a packing house on the South Branch in 1850, at a cost of \$3,000. Their

business increased so rapidly that, in 1854, they put up a new stone structure costing \$20,000. This having been destroyed by fire two years afterward, the firm rebuilt in 1857, at an outlay of \$25,000.

The firm of (Orville H.) Tobey & (Herman D.) Booth began packing pork in 1853.

John L. Hancock, representing Cragin & Co. of New York, did an extensive business for those days in a house erected by himself at a cost of \$45,000, on the South Branch.

In 1853-54, Andrew Brown & Co. commenced packing, and one year later, the firm of Moore, Stevens & Co., in the fall of 1854.

The following table, taken from the *Annual Review of "The Chicago Press and Tribune"* for 1859, affords an approximately accurate report of the quantity of beef packed in Chicago during that year, and contains a fair catalogue of the houses engaged in that line of trade at the time:

	No. of Cattle.	Av. Net Wt.	No. of Tcs.	No. of Bbls.	Tallow Lbs.
Cragin & Co.	18,980	560	8,900	28,600	940,000
R. M. & O. S.					
Hough	6,483	575	1,006	12,642	301,683
G. S. Hubbard					
& Co.	5,453	563	1,100	11,426	254,151
Andr'w Brown					
& Co.	5,225	550	.....	13,800	261,250
J. G. Law &					
Co.	5,100	550	1,000	8,475	234,600
Van Brunt &					
Watrous	4,568	565	6,090	.....	228,400
Jno. Hayward	5,000	550	.....	11,000	225,000
O. M. Morton	1,000	555	.....	2,200	47,500
Total	51,809	...	18,096	88,143	2,492,584

The markets at that period open to Chicago, outside of that at home, where chiefly the Lake ports, where the lumber camps bought their supplies, although a not insignificant percentage of the output found its way to the seaboard.

The business of pork-packing was not particularly profitable in 1859, although Chicago packers fared better than operators in other parts of the country. The product was not sufficiently large to admit of much shipment to the East, but the requirements of Canada and the lumber regions kept the Chicago market considerably higher than those of St. Louis, Cincinnati or New York.

The following is a list of the leading houses engaged in this branch of the trade at that

time: R. M. & O. S. Hough, Cragin & Co., Jones & Culbertson, G. S. Hubbard & Co., Flint & Stearns, Tobey & Booth, Percival Marriott, Thomas Nash, Bodel, J. G. Law & Co., Leland & Mixer, Morton Standish, George Steele & Co., G. J. W. Steward, Burt & Higgins, Reynolds & Law, and P. Curtiss.

The year 1860 opened with a heavy stock of beef on hand, and low prices ruled during the year. Operators were extremely cautious, and Chicago packers slaughtered only 25,209 head of cattle as against 51,809 in 1859. There was an extensive demand for cattle for shipment to the East, and the value of stock was higher than buyers had anticipated. The curtailment of purchases resulted in light stocks at the end of the year, not more than enough to meet the demands of the lumber and Lake Superior trade being in store by the end of the season. Pork-packing also exhibited some falling off, the packers using 167,918 hogs, as against 185,000 the previous year.

The business of summer packing was inaugurated during 1860, two houses packing 12,000 during the summer months, and other packers laying in a supply of ice during the winter with a view to operating their houses during the summer following.

During the four succeeding years Chicago continued to advance in prominence as a cattle market. The Government, as well as contractors, bought largely for military supplies, and the impetus given to trade by speculation was not without influence. In 1864 the newspapers of the day made the boast that this city was the largest market of this description in the West, and that Chicago packers had the pick of the beeves offered for sale. During the season of 1864-65 there were packed in the city houses some 95,000 head of cattle.

The list of beef-packers had undergone some changes since 1859, being in 1865 as follows: Cragin & Co.; Wooster, Hough & Co.; G. S. Hubbard & Co.; D. Kreigh & Co.; A. E. Kent & Co.; Steward, Sanger & Holihan; J. E. Norwood; Culbertson, Blair & Co.; Favorite & Son; Leland & Mixer; Turner & Nicolls; John Hayward; Griffin Bros.; Jones, Gifford & Co.

The business of pork-packing increased very rapidly between 1859 and 1864. In the season of 1852-53, there were packed in this city only 48,156 hogs; in 1857-58 the number had increased to 99,262; in 1861-62, to 514,118; and, in 1862-63, 970,264 hogs were packed. The fol-

lowing season showed a falling off, the number of hogs packed being 904,658. The decline, however, was light as compared with that at other great points of shipment, the number of hogs slaughtered in Cincinnati having decreased 250,000. The progress made by Chicago in this branch of business, as compared with Cincinnati—long known as "Porkopolis"—may be perceived from the following table, which shows the number of hogs packed at the two points, respectively, during twelve seasons, beginning with 1852:

SEASON.	CHICAGO.	CINCINNATI.
1852-53	48,156	361,000
1853-54	52,819	421,000
1854-55	73,694	355,786
1855-56	80,380	405,396
1856-57	74,000	344,512
1857-58	99,262	446,677
1858-59	185,000	382,826
1859-60	167,918	434,499
1860-61	231,335	433,179
1861-62	514,118	474,116
1862-63	970,264	608,547
1863-64	904,658	357,640

Some new packing houses were built during 1864, and several changes were made in the existing firms, as well as improvements in all the mechanical branches of the business. Leland & Mixer occupied the old "Brown" pork and beef house at the corner of Seventeenth and Grove Streets. The house was considered remarkable at that time. The main building—two stories and basement—occupied a space of 100 by 112 feet, having a wing for tanks, kettles, boilers, etc., 30 by 55 feet. The hanging roof, afforded accommodation for 250 cattle and 2,500 hogs. J. E. Norwood removed his house from the South Branch to the lake shore, south of Cottage Grove Avenue. Keyt, Blackmore & Co. had obtained possession of one of the packing houses built by R. McCabe, a few years before. The old house used by Mr. Norwood was taken by Jones, Gifford & Co. The firm of Jones, Culbertson & Co. was succeeded by Culbertson, Blair & Co., and noticeable improvements were made in the plant. A new packing house was erected during the year by Daggett & Whiteside, on Milwaukee Avenue, having a capacity of 400 hogs per day. Another was put up on the South Branch by Shaw & Moody, capable of handling about 500 hogs daily. The house of C. C. Palmer had passed into the hands



Henry L. Goodall



of Ricker & Co. The building on Lake Street, where A. E. Kent & Co. began business, was occupied by Bell & Deverill, the first named concern having fitted up a large and commodious house elsewhere, in which they placed a series of circular saws for cutting beef—probably the first ever brought to this city.

CHICAGO LIVE STOCK TRADE.—1848-1900.—Prior to 1865 Chicago possessed several stock yards of minor importance and located in different sections of the city. The first regular cattle market in Chicago was opened in 1848. It was located at the south-east corner of Ogden Avenue and West Madison Street, and was known as the "Bull's Head" Stock Yards. At this time Chicago had a population of only 20,000, but was growing rapidly. In 1854 the Michigan Southern Railway opened stock yards at the corner of State and Twenty-second Streets. John B. Sherman made what was, up to 1856, the boldest venture in this direction in opening the Myrick Yards, also known as the Michigan Central Railroad Yards, on Cottage Grove Avenue near Thirty-first Street, with a capacity of 5,000 cattle and 30,000 hogs, which was considered something wonderful. The Fort Wayne Yards were located on Stewart Avenue and Sixteenth Street, and Joseph McPherson was made the superintendent. The yards of C. F. Loomis & Co. were small and inadequate, and never came into much prominence. After the failure of the Chicago, Burlington & Quincy Yards (which had been established a mile and a half west of the city) to attract business to any extent, it became manifest that the live-stock interests of Chicago should be concentrated in some suitable quarter to facilitate and lessen the expense of transfers of cattle and hogs. The delays occasioned by the location of the yards at long distances from one another, suggested the enterprise of

THE UNION STOCK YARDS.

This enterprise, the first of its kind, began as an idea in the mind of one of the brightest and ablest organizers and managers of men and affairs of his time. It rapidly assumed tangible shape. A prospectus was issued in the autumn of 1864, which resulted in a subscription of stock to the extent of \$1,000,000, a major portion of which (\$925,000) was taken by the nine railways chiefly in the stock trade, viz.: Illinois Central; Michigan Central; Pittsburg,

Fort Wayne & Chicago; Chicago & Rock Island; Chicago & Great Eastern (now Pan Handle); Michigan Southern & Northern Indiana; Chicago & Alton; Chicago & Northwestern, and Chicago, Burlington & Quincy—the balance being allotted to the packing and other industries. A special charter was granted by the Legislature of Illinois, which was approved, Feb. 13, 1865, to "The Union Stock Yard & Transit Co. of Chicago." John L. Hancock, Virginius A. Turpin, Roselle M. Hough, Sidney A. Kent, Charles M. Culbertson, Lyman Blair, Martin L. Sykes, Jr., George W. Cass, James F. Joy, John F. Tracy, Timothy B. Blackstone, John H. Moore, John S. Barry, Homer E. Sargent, Burton C. Cook, John B. Drake, William D. Judson, David Kreigh, Joseph Sherwin and John B. Sherman were the incorporators.

The site chosen for the location of the yards was south of Thirty-ninth Street, between Center Avenue and Halsted Street, Town of Lake, and 320 acres were purchased from the Hon. John Wentworth, the price being \$100,000. The land was considered an almost valueless marsh, impossible to be drained. Work was commenced June 1, 1865, and on Christmas Day, December 25th of that year, the yards were thrown open for business. About one hundred and twenty acres were covered with pens when the yards were opened, and the growth of the enterprise since has necessitated additions from time to time, and the purchase of more land, making the present acreage of the yards and buildings in which this enormous business centers, four hundred and seventy-five, and its present capacity seventy-five thousand cattle, three hundred thousand hogs, fifty thousand sheep and six thousand horses.

The Presidents of the Union Stock Yard & Transit Co. of Chicago have been Timothy B. Blackstone, John M. Douglass, Peyton R. Chandler, James M. Walker, Nathaniel Thayer and John B. Sherman. The present officers are: Nathaniel Thayer, Chairman of the Board; John A. Spoor, President; Frederick S. Winston, Vice-President; Arthur G. Leonard, General Manager; Charles D. Moyer, Secretary and Treasurer; Robert B. Thomson, Assistant Secretary and Assistant Treasurer; Charles C. Chace, Auditor; James H. Ashby, General Superintendent.

DESCRIPTION OF UNION STOCK YARDS.—The pens for the various kinds of stock—which hold from one to ten cars each—are laid out

in divisions distinct from each other, much after the manner of city wards, the intersecting streets running through them at right angles. There are 13,000 pens, 8,500 of which are covered for the housing of hogs and sheep. These enclosed pens cover seventy-five acres of ground and a large proportion of them are double-decked, affording unexcelled facilities for rapid unloading and yarding of the heaviest runs. Numerous viaducts lead from the Yards to the packing houses, and from one part of the Yards to another, insuring expeditious delivery of stock sold and—by affording means of rapid transfer of stock—quick relief of congestion in any section of the Yards. The Yards contain 25 miles of streets, brick and plank covered; 25 miles of water-troughs; 90 miles of water-pipes and 50 miles of sewerage. Six artesian wells furnish an abundant water supply. The least depth of any well is 1,250 feet, and the greatest depth is 2,250 feet. The water-tower has a capacity of 30,000 gallons and the combined capacity of ponds and reservoirs is 10,000,000 gallons; 7,000,000 gallons of water are consumed here on the hottest days. Every part of the Yards and the vast packing-house district adjacent is connected by a complete system of over-head viaducts. There are 625 chutes for loading and unloading stock, and the employees of the Stock Yards Company relieve the shipper of all trouble in handling stock after it is received at the Yards. All kinds of feed are delivered into any and all pens by company employes, who also look after the watering, feeding and yarding of all stock. The cars of live stock are received, unloaded and delivered, at a rate reaching 400 car-loads at one time. The facilities are such that, by an arrangement of chutes, an entire train may be unloaded as rapidly as a single car. After the cars have been unloaded and the feeding and watering of stock has been accomplished, the selling begins, the stock being mostly consigned for sale on commission. There are over 300 buyers constantly on the market, insuring a constant and reliable demand for all classes of stock.

In the center of the Yards stands the Exchange Building, in which are the offices of the company, as well as those of commission firms and buyers. The National Live Stock Bank, also located in the Exchange Building, commenced business on March 1, 1888, succeeding the Union Stock Yards National Bank, estab-

lished in 1868, the latter being preceded by the banking firm of Solomon Sturges & Sons, in 1866-67. The capital of the National Live Stock Bank is \$1,000,000, with \$750,000 surplus and about \$553,906 undivided profits March 4, 1904.

The Drovers' Trust and Savings Bank, located at Forty-second and Halsted Streets, began business February 3, 1902, with a capital of \$200,000. It has a surplus of \$30,000 and \$8,402.70 undivided profits, less expenses and taxes paid. The Stock Yards Savings Bank, situated in the Exchange Building, was organized February 17, 1902, with a capital and surplus of \$305,000. The amount of its undivided profits on June 6, 1904, was \$57,000. The Peoples Trust & Savings Bank, 4711 Ashland Avenue, was organized in May, 1904, and began business June 1, 1904. It is capitalized at \$200,000. The Union Stock Yards State Bank, at the intersection of Forty-seventh Street, Gross and Ashland Avenues, was opened June 7, 1904, with a capital of \$200,000.

On Halsted Street, near the entrance stands the Transit House (formerly known as the Hough House) a first-class hotel which is owned and conducted by the company for the entertainment of stockmen and others doing business at the Yards, and is especially convenient for dealers and patrons of the horse market. This hotel has recently been completely remodeled and refurnished, and will be fully described further on.

Another feature of the Yards, constantly increasing in interest and importance, is to be found in the extensive structure known as the Dexter Park Amphitheater, designed for fancy horse sales, high class stock shows and auction sales of fine breeding stock. On September 21, 1899, the great frame building, so widely known as the "Horse Pavilion" and the largest structure of its kind in existence, was destroyed by fire. Before the flames were under control, plans had been started for a new building, and in an almost incredible time a more modern structure had been completed. This new building is of Romanesque design, 600 feet long by 200 feet wide, built of brick, stone and steel, and practically fire-proof. There are perfect stable accommodations for 600 animals, 1,500 tons of hay and 50,000 bushels of grain. This building is lighted by electricity, is thoroughly heated by steam, and the great dome in the center covers an amphitheater, with con-



LEWIS R. HASTINGS

necting galleries, from which 5,000 people can comfortably view the thorough-bred stock sales, and brilliant horse exhibitions, or the high-class breeding and fat-stock sales and shows, for which this great market is noted. In the construction of the new building over 2,000,000 bricks have been used, and thousands of tons of steel and stone. The cost has been over \$200,000, and in every particular this structure is unrivalled, being not only the largest, but the best appointed and most complete of its kind in the world. Both private and auction sales are held here, as well as competitive live-stock and agricultural exhibits.

The Union Stock Yard & Transit Company expends for construction and repairs from \$250,000 to \$750,000 per year. Special attention has been paid to the matter of sewerage. The drainage of the Yards is carried through 50 miles of sewers into the Chicago River, through which it finds its way through the Drainage Canal to the Gulf of Mexico. The sanitary conditions and provisions for the care and health of the stock are as perfect as scientific study and practical experience have been able to devise. In the last year a large section of the yards has been permanently improved with brick floorings and the work is being extended to completion. The use of brick for this purpose not only makes a permanent improvement, but insures increased cleanliness and safety for stock, and is greatly appreciated by shippers and dealers alike. The plant represents an enormous outlay. The company has about 2,000 employes, while the 200 commission firms doing business here employ some 1,500 assistants. About 50 firms of packers do business here, some twenty of whom are prominent. In addition to the local slaughterers and packers, there are over 100 buyers for eastern and foreign markets. The plants of the local packing concerns, which are located immediately back of and adjoining the Union Stock Yards proper, are estimated to be worth fully \$25,000,000, while the capital invested in their business falls little, if at all, below \$60,000,000.

In and about the packing-houses 40,000 employes are kept busy, the annual wages paid reaching the sum of \$30,000,000, while the total value of the products for the year ending January 1, 1904, reached the enormous aggregate of over \$288,000,000.

CHICAGO JUNCTION RAILWAY COMPANY.

This company, which is controlled by the Chicago Junction Railway and Union Stock Yards Company, is a consolidation of the Chicago, Hammond & Western Railway Company, the Chicago & Indiana State Line Railway Company, and the Transit Department of the Union Stock Yard & Transit Company, with a total mileage of more than 300 miles of main track and sidings, including 150 miles of tracks in and around the Stock Yards and packing house district. It has 50 engines and 700 cars. Its tracks, terminals and icing facilities are unexcelled, and it is the best equipped of any railroad in Chicago to transact a freight business. This railroad extends from Whiting, Ind., to Hammond, with lines extending on both sides of the Calumet River to South Chicago; from Hammond to Blue Island; thence to Franklin Park, forming a belt line outside and around the city, together with an inner line extending from Chappell to the Union Stock Yards; thus connecting with all the railroads entering Chicago and placing the Union Stock Yards in a commanding position. It handles the vast traffic of "Packingtown," its meats and supplies of all kinds, and long trains of refrigerator, coal, grain and freight cars are constantly moving day and night over the mazes of tracks threading the district throughout. The company maintains a high standard of service in the handling of shipments to and from the industries located on its lines, and in addition furnishes to its patrons the same basis of rates as applies to Chicago proper. The General Officers of the Company (1900) are: John Spoor, President; R. Fitzgerald, Vice-President; Secretary and Treasurer, Charles D. Moyer; Auditor, Charles C. Chase; Agent Industrial Department, W. A. Sumner.

THE WORLD'S HORSE MARKET.

Chicago's supremacy as a horse market is as marked as its supremacy as a live-stock market. In addition to the great Dexter Park Amphitheater, there are thirty immense horse and mule barns, constructed of brick two stories high, with all modern improvements. The following table will give an idea of its size:

Capacity for horses or mules	6,000
Area covered by market.....	100 acres
Area covered by stables.....	45 acres
Stable floor space	75 acres
Capacity of amphitheater.....	600 animals
Length of amphitheater	600 feet
Width of amphitheater	200 feet
Cost of amphitheater	\$200,000
Number of stables	80
Number of employes	300 men
Water supply pipe line.....	10 miles

For over thirty-eight years, horses and mules have been received and sold at auction and otherwise at the Union Stock Yards, but it has only been some fifteen years that the business has been handled under a separate department of the Stock Yards Company. Where now are located the stables and auction pavilion were formerly the grounds of the old Dexter Park race course, upon which transpired some of the most brilliant contests of the turf; and here all the celebrities of the horse world performed, including Flora Temple, record 2:19¼; Dexter, record 2:17¼; Maud S., record 2:08¼; Johnson, record 2:06¼, and many others that reigned the champions of their day.

In 1886, and during the years immediately succeeding, J. S. Cooper, F. J. Berry, J. Koehler and M. Newgass and Son located here, and they were soon followed by other commission firms, now comprising the National Horse Exchange. With the advent of these men the market took a new life, the business increased with incredible rapidity, new brick stables were put up and the grounds were improved. In the last year four immense brick stables, as well as the brick amphitheater, all completely equipped, and in every way modern structures of their kind, have been erected, and today we have the greatest horse and mule market in the world from every standpoint.

HORSES HANDLED.

Largest receipts for one day	1,697
Largest receipts for one week	4,369
Largest receipts for one month	17,782
Largest receipts for one year	118,754
Carloads of horses in 1898	6,280
Valuation of horses sold in 1903	\$13,455,651
Grand total horses received in 37 years....	1,847,323
Grand total horses shipped in 37 years ..	1,696,876

AVERAGE PRICES OF HORSES, 1901-1903.—A monthly report of the average price of horses sold at the Union Stock Yards during the past three years, indicates a steady advance in each grade from year to year. The figures for each year are as follows:

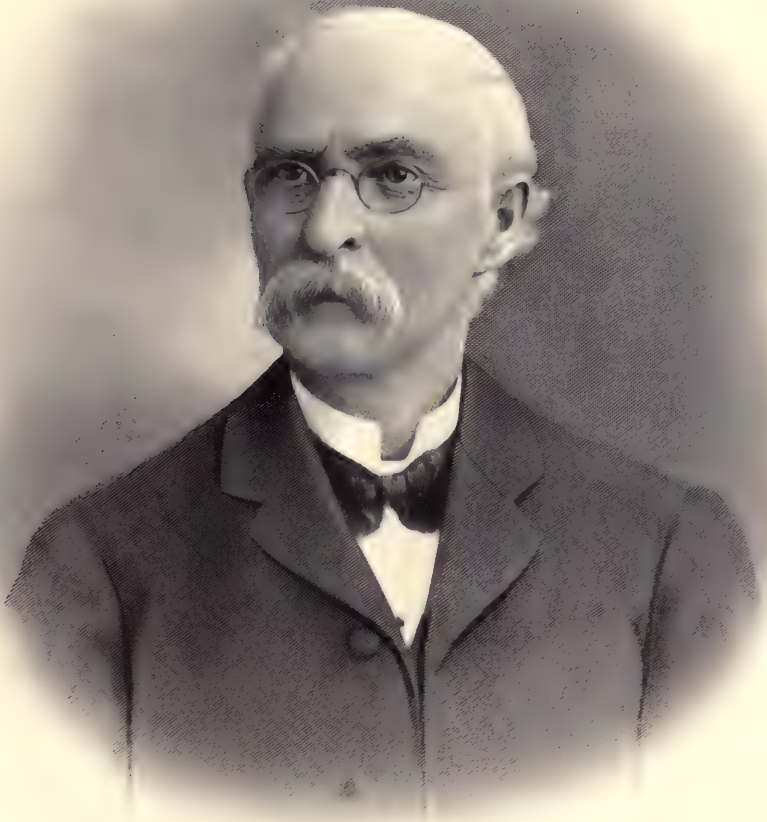
	1901	1902	1903
Draft Horses	\$157	\$166	\$171
Carriage Teams	400	455	455
Drivers	137	145	150
General Use	102	117	122
Bussers and Trammers	121	135	140
Saddlers	147	154	156
Southern Chunks	52	57	62

The total valuation of horses sold at the Stock Yards during the year 1903 was \$13,455,651, against \$12,556,237 in 1899, and \$10,235,000 in 1898.

MULE DEPARTMENT.—For a great many years mules have been sold on this market, but it has not been until a comparatively recent period that any systematic effort has been made to develop the business; nevertheless, the demand has increased and each year has shown a steady increase in receipts and sales. This has necessitated improved facilities and large new brick barns, with all improvements, have been erected for the exclusive accommodation of the mule trade, which is now being given special attention.

The mule, by reason of its hardiness and capacity for hard work, and the further fact that it is subject to but few of the diseases of the horse and requires less attention and care than a horse, is rapidly coming to be appreciated for draft work, not alone in the South but also for railroad and mine service in the North.

THE TRANSIT HOUSE.—On Halsted Street near the entrance to the Union Stock Yards, stands the Transit House. This famous hostelry has probably been a home for more stockmen, horsemen, commission men and Stock Yards people, than any other hotel could possibly be, of this or any other class of people, as it rarely comes within the scope of any first-class hotel to cater to a people with such a community of interests as those who make the Transit House their home. As a consequence there are many pleasant recollections concerning it in the hearts and minds of the live-stock people of Chicago and the visiting fraternity. The general feeling of sorrow expressed when the Transit House caught fire during the destruction of the great Horse Pavilion, September 21, 1899, can thus readily be understood. Before the fire engines had ceased to play on the ruins, contracts were awarded for the reconstruction of the burned pavilion and barns, and for the remodeling and refurnishing of the hotel. The fire had destroyed part of the south wing and



MADE IN U.S.A.

Samuel G. McCausland

center of the house, while the entire hotel was water-soaked. Since then, in keeping with the progressive management of the Yards, the interior of the hotel has been practically remodeled throughout, while the exterior architecture remains unchanged. The lobby and corridors have been enlarged and beautifully finished in dark mahogany, with heavy beams paneling off the ceilings in an artistic and taking way. The same general design is followed in the dining-room, except that the walls are tinted in deep red with white and gold ceiling, while the general tint of the lobby and office is green. The reading-room has been finished in a fine shading of red, with painted canvas ceiling. New marble floors have been put in and the building made modern in every way. Every room in the house has been refurnished and a large number of bath-rooms installed; new carpets have been put down and every room is light and airy and scrupulously clean. The best beds obtainable have been placed in the rooms, and everything has been done that would make the house more home-like than ever. The hotel is lighted throughout by electricity, heated by steam and has running water on each floor. The dining-room has been made brighter and more cheerful with its new decorations and is handsomely lighted by electricity. The meals are a special feature and a better dinner, breakfast or supper cannot be had in the city for twice the money. The windows have been enlarged, the rooms are bright and cheerful throughout, and furnished with electric fans for the comfort of guests during the summer months. There has been a handsome café added, which is the most beautiful feature of the hotel in style and design. There is also a recently installed watch service, which insures constant night patrol. Electric cars pass the doors constantly, and with the local service of the Lake Shore & Michigan Southern Railroad, easy and rapid transportation is afforded, at all times of the day or night, to and from the business portion of the city and theater district.

ENORMOUS BUSINESS DONE.—There is no place in Chicago which compares in amount of business done with that transacted at the yards from five o'clock in the morning until three o'clock in the afternoon, the great bulk of the stock arriving during the night. Everything is so well systematized that this enormous volume of business is conducted with a celerity

that is wonderful. The promptness and certainty with which sales are conducted and remittances returned to shippers on the day of sale are unequaled in any other business. Shipments are now being made to nearly every country on the globe. Direct wires for telegraph and telephone service connect the Chicago Yards with all the prominent cities, besides leading directly to the main offices in Chicago, many of the firms having their private wires, giving the entire system a capacity of several thousand messages an hour.

During the past year about \$500,000 has been expended by this company in new improvements already completed, about \$100,000 worth are now under headway, and other extensive and very important improvements are projected and soon to be undertaken.

An immense addition to the sheep market has just been completed, with the latest improved facilities to accommodate the rapidly increasing sheep business of this market. It has a capacity of 20,000 sheep per day.

The largest and latest improved sheep dip and pool in the world is in operation here, under control of inspectors appointed by the Government, and has a capacity for dipping 10,000 per day.

IMPROVEMENTS.—Near the sheep house, where the old water-works stood, a new power plant was installed in 1904 which pumps water from the new 8,000,000-gallon reservoir, and supplies the entire Yards with arc and incandescent lights. In addition to this, three brick scale houses were erected. In the shipping division all the old fixtures were torn away and new ones substituted, thus affording much better facilities for tagging and loading export cattle. During the same year the new Hammond plant, transferred from Hammond, Ind., was opened for business. It is one of the most up-to-date slaughtering establishments in the world, and has a much greater capacity than the old plant.

Among the improvements contemplated (March, 1904) for the coming year, are extensive track elevation and a permanent tube service from the local postoffice to the city.

In the presentation of this industry we prove that Chicago stands without a rival. While reports show that she has the largest grain, lumber and wholesale dry-goods market in the world, yet there is more business done and more actual value handled in Chicago's live

stock trade alone, than in her grain, lumber and dry goods combined. Add to this the value created by the packers in the processes of slaughtering, manufacturing and distributing the various parts and products of the slaughtered animals, and we have an enormous grand total.

From various sources there were received at the Union Stock Yards during the year 1903, 302,915 cars of live stock, embracing,

Cattle	3,432,486
Calves	271,743
Sheep	4,582,760
Hogs (average weight, 226 lbs)	7,325,923
Horses	100,603

Total, animals15,713,515

Valued at \$228,152,707, as against \$42,765,328 in 1866.

In thirty-eight years since the Yards were established there have been received:

Cattle	71,499,896
Calves	3,041,768
Sheep	61,241,143
Hogs	217,418,600
Horses	1,847,323

Total, animals355,048,730

Valuation\$6,393,742,642

The shipments of all kinds of stock from the Yards during the thirty-eight years have been 107,232,392 animals, making the grand total handled by the Union Stock Yard & Transit Company of Chicago, since its establishment, 462,281,122 head.

LARGEST RECEIPTS.

The largest receipts of stock in one day have been as follows:

Cattle, Sept. 28, 1903	44,445
Calves, April 15, 1902	5,076
Hogs, Feb. 11, 1895	74,551
Sheep, Sept. 29, 1902	59,362
Horses, March 25, 1901	1,697
Cars, Dec. 1, 1902	2,811

The largest receipts of stock in one week have been:

Cattle, week ending Sept. 17, 1891	95,524
Calves, week ending May 9, 1903	9,236
Hogs, week ending Nov. 20, 1880	300,488
Sheep, week ending Oct. 18, 1902	162,459
Horses, week ending Mar. 30, 1895	4,369
Cars, week ending Dec. 13, 1902	8,474

The largest receipts of stock in one month have been:

Cattle, September, 1892	385,466
Calves, April, 1903	37,546
Hogs, November, 1880	1,111,997
Sheep, October, 1902	613,547
Horses, March, 1897	17,782
Cars, December, 1891	31,910

The largest receipts of stock in one year have been:

Cattle, 1892	3,571,796
Calves, 1903	271,743
Hogs, 1898	8,817,114
Sheep, 1903	4,582,760
Horses, 1898	118,754
Cars, 1890	311,557

In reviewing the number and value of animals received at this market, Hon. George F. Stone, the veteran Secretary of the Chicago Board of Trade, says:

"A studious contemplation of the above figures must bring before the mind a vast, complex and yet systematic volume of business, the ramifications of which extend into every department of mercantile life, affecting lard, lumber and iron, dry goods and grain, transportation and banking; indeed, nearly every activity in the range of commerce is set and kept in motion by this great industry, from its inception to its distribution and final assimilation."

PRESENT OFFICERS.—President, J. A. Spoor, Chicago; First Vice-President, Alvin H. Sanders, Chicago; Second Vice-President, DeWitt C. Smith, Springfield, Ill.; General Manager, W. E. Skinner, Chicago; Treasurer, R. Z. Herrick, Chicago; Secretary, Mortimer Levering, Lafayette, Ind.

The Board of Directors is made up of the Presidents of all recognized Breeding Record Associations in the United States and Canada.

INTERNATIONAL LIVE-STOCK EXPOSITIONS.

We have shown in this statement of the Rise and Progress of the Live Stock and Meat Packing Industry of Chicago from 1827 to 1904, that Chicago is supreme in her genius for organizing and carrying forward to complete success any enterprise, no matter how large or how difficult, and, as an epitome or condensed



Geo B Kueseramm

result of the whole movement herein described, is presented the following summary of International Live-Stock Expositions held in the last four years, beginning with 1900:

During the fall of 1899 the friends of live stock and agriculture made a careful survey of the conditions of these two great industries throughout the United States, and came to the conclusion that an era of increased and improved live-stock production was an absolute necessity in order to prevent a period of scarcity of animals and meats, a consequent decline in our exports, and a further decrease in the fertility of the soil on the farms of the Middle West, upon the preservation of which must necessarily depend the continued success of both stock-raising and crop-growing. It was noticed that live-stock production was not keeping pace with the increase of population in the United States, that the producing area could not expand, and that henceforth intensive use of productive capacity must be relied upon to supply the increased needs of an increasing population. Efforts had been made by the live-stock and agricultural press to arouse the stockmen and farmers of the country to a realization of these facts and the necessity of increasing and improving their live stock; but they had been without leadership, without incentive, and without the practical object lessons which the magnitude and importance of the subject demanded. It was seen that, in order to awaken the necessary interest in the subject, a campaign of practical education would be necessary.

The outcome of these considerations was the establishment of an International Live-Stock Exposition as a broad educational factor for all the people. The mission of the International Live-Stock Exposition was to gather into one place the best specimens of cattle, sheep, swine, and horses that could be found, and thereby present to the agricultural population of the United States a great and valuable educational opportunity, wherein the eye and the mind should be instructed and encouraged to the production of better animals for breeding, marketing and exporting, thus encouraging greater consumption of American animals and meats at home and abroad.

In 1902 a new live-stock building, called Pedigree Cattle Pavilion, 600x137 feet, was constructed, of brick and steel, for the exhibition of cattle at the Exposition, to be used at other

times for special sales and handling pure-bred stock. This pavilion, in addition to the Dexter Park Amphitheater and the other large show buildings, afforded ample accommodations for all the exhibits at the stock show.

FIRST INTERNATIONAL STOCK EXPOSITION.—On December 1, 1900, the management threw open to the public the gates of the first International Live-Stock Exposition, and the exhibit which continued during the week, December 1-8, proved the most wonderful and complete of its kind ever made, surpassing even the famous Smithfield show of England and second only to the World's Columbian Exposition in interest for those engaged in agricultural pursuits—even surpassing the latter in this particular line, as the whole world was asked to contribute to its success.

The interest awakened was intense and instantaneous. The little farmer with his dozen animals, the large feeder with his several hundred head, and the range man with his thousands, came and saw and were convinced that there were living machines which would produce more and better meats on the same amount of feed, than would the heterogeneous animals they had been raising. The wonderful success of the first Exposition removed all uncertainty as to whether the interest in pure-bred stock was confined only to a few wealthy fanciers who held their herds for show purposes, or whether it was a lively, vital, everyday question among all breeders and raisers. The expectations of every one interested in stock were realized, and it was unanimously decided that the International Live-Stock Exposition should become an annual affair.

THE SECOND INTERNATIONAL LIVE-STOCK EXPOSITION was held from November 30 to December 7, 1901. There were over 4,000 entries, competing in 600 classes of cattle, sheep, swine and draft-horses, for premiums aggregating \$110,000. Practically 12,000 animals, coming from all parts of this country and from England, Scotland, Argentine, Canada and France, were on exhibition, and they were viewed by over 400,000 people from all quarters of the globe. Special auction sales of pure-bred stock were held during the show, and realized enormous prices. A total of 322 cows and bulls of standard breeds were sold at public auction, and fully as many at private sales.

THE THIRD INTERNATIONAL LIVE-STOCK EXPOSITION was held in Dexter Park Amphitheater

and surrounding buildings, from November 29 to December 6, 1902, with the car-load exhibits in the Union Stock Yards proper, as in the two previous Expositions. It was a demonstration in many ways. No better evidence of the immense value of these annual expositions to the live stock industry of the whole North American continent could be desired than to witness the marked improvement since the first show in 1900, in the breeding, quality, and condition, in both pure-bred and fat classes, of the thousands of animals gathered from every State, and exhibited side by side with the best imported ones. The car-load exhibits and show of draft horses were far beyond anything of the kind ever before seen in this or any other country. One of the important events of this show was the dedication, on December 1, of the Pure Bred Live-Stock Record Building, at the corner of Dexter Park and Exchange Avenues, near the main entrance to the Stock Yards. It was erected by the Union Stock Yard and Transit Company as a permanent home for the various National Pure-Bred Live Stock Record Associations, the Exposition Association, and as the chief meeting place of the live stock representatives of the world.

FOURTH EXPOSITION.—When the fourth International Live-Stock Exposition was held at the usual time in December, it was noticed that, in every department, the improvement in the quality of the exhibits was most pronounced. This was due to the fact that the Exposition is unquestionably fulfilling its mission, in that it is creating, for the breeders and the feeders, ideals that call forth their greatest genius to produce. Live stock experts made the statement that it was hardly possible to realize that only four short years had passed since the first Exposition, instead of a century, as the change in ideals or standards would imply.

THE FIFTH INTERNATIONAL LIVE-STOCK EXPOSITION was held at the Union Stock Yards, from November 26, to December 3, 1904. In point of attendance and enthusiasm, number of exhibitors and value of awards, it was the greatest show ever held by the International Live-Stock Exposition Association.

The first day of the show was devoted to a judging contest by the agricultural students, in which five from each of the following institutions participated: Ontario Agricultural College, Guelph, Ont.; Iowa Agricultural Col-

lege; Michigan Agricultural College; Ohio Agricultural College; Texas Agricultural College, and the Kansas State Agricultural College. The contest was open to farmers' sons as well as students, but, of the hundreds present at the opening session, only one young man admitted that he had been born on the farm.

Six thousand of the finest cattle, horses, sheep and hogs that North America is capable of producing, as well as a number of foreign-bred horses, were on exhibition, among the latter being fifteen horses from the stables of King Leopold II. of Belgium, in charge of Baron von Schelle. There were also exhibits from France and Germany. A great deal of interest was manifested in the Horse Fair in Dexter Park Pavilion, where Belgian and hackney horses were shown in hand, also ponies as well as four-in-hand and six-in-hand draft-teams of a half-dozen packing firms.

The entries in the horse classes were of so high a standard that much difficulty was found by the judges in separating them. The Pabst Brewing Company, of Milwaukee, won first prize over all the Stock Yards entries in the class for single mares or geldings weighing over 1,760 pounds. Canada made almost a clean sweep in the sheep classes, winning in six out of eight. The record-holding Hereford calf, "General Manager," owned by the Iowa Agricultural College, won the grand championship in competition with the best cattle at the show, and also received two first prizes. Another first prize winner was the Minnesota Agricultural College steer, "Clear Lake Jute."

A new feature introduced during the exposition was a corn judging contest, in which agricultural students participated.

While the Horse Fair was in progress, a mass-meeting of the International Live Stock Association was held in the Pedigree Record Building, at which it was definitely settled that there is to be an elaborate exhibition structure erected at the Stock Yards for future stock expositions. Nearly \$11,000 of the \$14,000 necessary to complete a guarantee fund of \$50,000 was subscribed, and Vice-President Alvin H. Sanders said that the undertaking was assured. The raising of this guaranty fund means that the Union Stock Yards and Transit Company will enlarge the present Dexter Park Pavilion to make it one of the largest coliseum buildings in America. It will



S. C. Wood

be expanded to seat six thousand persons, while the arena space will be 340x202 feet.

The live stock at this exposition occupied thirty buildings, with twenty acres of floor space, it having been found necessary to erect temporary structures in order to accommodate all of the animals.

The total attendance during the week was 461,390, or nearly 150,000 more than that of last year.

"Scientific agriculture and stock raising is fast coming to be recognized," said President Edmund J. James, of the University of Illinois. "The fact that the University of Minnesota students carried off the grand champion prize at this show proves its value. It is our intention that the University of Illinois shall have one of the best agricultural schools in the world."

CHAPTER XXIII.

CHICAGO GRAIN TRADE.

AN EXAMPLE OF MARVELOUS DEVELOPMENT—PROGRESS OF FIFTY YEARS—THE CHICAGO BOARD OF TRADE—STATE LAWS REGULATING WAREHOUSES AND GRAIN INSPECTION—LIST OF INSPECTORS AND REGISTRARS—CHICAGO STANDARD OF INSPECTION WIDELY ACCEPTED—HISTORY OF ELEVATOR SYSTEM—A CHICAGO GRAIN ELEVATOR AND ITS OPERATION DESCRIBED—GRAIN TRADE STATISTICS—1900 A RECORD BREAKING YEAR.

In no single item has the marvelous development of Chicago trade and commerce been more strikingly exemplified than in the statistics of the grain trade. An illustration of its growth in this respect is furnished in the increase in number and capacity of its grain warehouses and elevators during a period of half a century, which virtually covers the history of this line of business. Situated in the heart of an agricultural region of unsurpassed fertility and at the connecting point between the vast Mississippi Valley with the great Lakes, affording an easy and cheap route of almost uninterrupted water transit to the Atlantic coast, with the demonstrated possibility of a direct and regular communication with European ports, the development in this respect has been one of the marvels of the century, though, when considered in the light of the growth of railways

and other enterprises on the American continent, a natural evolution.

A few figures from the statistics of Chicago trade will serve to illustrate this point. In 1838, the first year of which any record has been furnished, the grain shipments for the port of Chicago amounted to a total of 78 bushels of wheat. The growth of the next few years was steady but gradual, though confined exclusively to the wheat trade. In 1844 Chicago began to send out its first shipments of flour, amounting to 6,320 barrels, with nearly 900,000 bushels of wheat, making a total of less than 925,000 bushels of this commodity. The completion of the Illinois and Michigan Canal between Chicago and LaSalle, in 1848, and the organization of the Chicago Board of Trade the same year, were events marking an epoch in the commercial history of the city, and from that time there was a rapid increase in both the volume and variety of commodities which found a market here. The total shipments of grain from this city for that year aggregated a little over 3,000,000 bushels, of which more than two-thirds was in wheat and flour.

The influence of the Board of Trade in developing this, as well as all other branches of the Chicago produce trade, has been most marked. It has been largely through the influence of that organization that uniform systems of conducting trade and improved methods of storage and transportation have been adopted. It is also due to its efforts that the annual statistics of trade have been preserved, making it possible to trace the growth of business from year to year. The first State law regulating warehouses and the business of warehousemen was enacted in 1851, the number of grain warehouses or elevators in the city of Chicago at that time being three, with an estimated capacity of 750,000 bushels. In 1858 the system of inspecting and grading grain was adopted—a device of the Board of Trade which went far to establish the reputation of Chicago grain in the markets of the world, and at the following session of the General Assembly (1859) it was recognized in the enactment of a State law on the subject, though its operation was practically left in the hands of the Board of Trade. Messrs. Julian S. Rumsey, S. H. Butler and Charles S. Dole were appointed a committee to draft a new system of wheat inspection, and George Sitts served as the first Chief Inspector. At first the system applied only to grain re-

ceived by railroads, but was soon after extended to receipts by lake and the canal.

A second and more comprehensive State law was enacted in 1867. By this time the three elevators of 1851 had been increased to seventeen, with a storage capacity of 10,880,000 bushels. The act of 1867 took the matter of grain inspection out of the hands of the Board of Trade and introduced a number of stringent regulations which were found impracticable of enforcement, and some of its main provisions were repealed at the session of 1869. The subject was taken cognizance of in the Constitution of 1870, making it the duty of the General Assembly to "pass laws for the inspection of grain, for the protection of producers, shippers and receivers of grain and produce," with the result that elaborate laws have been enacted regulating the receipt, inspection, storage and shipment of grain, the enforcement of which is placed in the hands of the Railroad and Warehouse Commission appointed by the Governor.

The principal executive officer connected with the Grain Department is the "Chief Inspector," appointed by the Governor on the recommendation of the Railroad and Warehouse Commission, who have authority to establish rules and regulations for the discharge of the duties of his office. The second officer connected with the warehouse department is the "Warehouse Registrar," who receives his appointment at the hands of the Commission. It is the duty of the Chief Inspector to exercise general supervision over the inspection of all grain received in or shipped from the elevators in Chicago, under rules and regulations prescribed by the Railway and Warehouse Commission, and to this end he has the authority to recommend to the Board, for appointment, as many assistant inspectors as may be needed for the proper performance of the work. The registrar is the accountant of the Board, whose duty it is to keep an account of and report upon receipts of the different kinds of grain into and shipments out of the several elevators, and the amount remaining on hand in each at the end of the fiscal year—which terminates with the 31st of October. The following is a list of the incumbents in these two offices since the organization of the Railroad and Warehouse Commission under the act of 1871:

CHIEF GRAIN INSPECTORS.

Wm. F. Tompkins.....	1871-73
Wm. H. Harper.....	1873-75
Gen. John C. Smith.....	1875-77
Wm. H. Sweet.....	1877-78
John P. Reynolds.....	1878-82
P. Bird Price	1882-83
Frank Drake.....	1883-85
P. Bird Price.....	1885-93
Geo. P. Bunker.....	1893-95
D. W. Andrews.....	1895-97
Edwin J. Noble.....	1897-01
Jos. E. Bidwell.....	1901-04
W. S. Cowen	1904-

WAREHOUSE REGISTRARS.

Steven Clary.....	1871-73
Troilus H. Tyndale.....	1873-79
Henry S. Dean.....	1879-81
P. Bird Price.....	1881-82
Wm. C. Mitchell.....	1882-86
John W. Burst.....	1886-93
Louis Wagner.....	1893-97
Daniel Hogan.....	1897-04
A. J. Lovejoy	1904-

The highest compliment to the system of inspection in use in the City of Chicago, has been the high standard fixed for the grain from this market at the leading export points and in foreign markets, and the adoption of the same, or a similar system, in many of the principal cities both in this country and in Canada. The number of elevators in the City of Chicago at the time of the great fire of 1871 was seventeen, with an estimated capacity of 11,750,000 bushels. Of these six were destroyed with over one and a half million bushels of grain, the eleven remaining having a capacity of nearly 9,000,000 bushels.

The intimate relation between the elevator system of Chicago and the railroads is shown by the fact that, while these structures were either originally built beside railroad tracks, or have been connected therewith by switches or side-tracks for purposes of convenience in receiving and shipping grain, many have been erected by railroad companies, or upon their lands, through the inducements offered to capitalists. Thus, the first elevator of considerable size erected in Chicago was built by Chicago's early capitalist and grain dealer, Solomon Sturges, in partnership with Clarence P. and



John de Rappal

Fred J. Rappal Sr.

Symon de Rappal

Lawrence J. Rappal

Fred J. Rappal Jr.

Alvah Buckingham, in 1854, upon ground leased from the Illinois Central Railroad Company. In 1855 the Chicago & Rock Island Company erected its first elevator here, with a capacity of 700,000 bushels, at a cost of \$125,000, and in 1861 or 1862, Messrs. Munn & Scott entered into contract with the Chicago & Northwestern Railroad to erect a large elevator on the depot grounds of the latter. While the number of Chicago elevators was diminished by a destructive fire a few years ago, the seventeen separate and distinct structures, with some half dozen "annexes," still have an estimated storage capacity of 28,000,000 bushels.

The following description of the construction and operation of a Chicago elevator, taken from the "History of Chicago" (Vol. I., article "Trade and Commerce"), issued by the Munsell Publishing Company in 1895, may have an interest for the general reader—one of the Armour elevators being chosen for the purpose of description:

"The enormous ground floor at first reminds one of the transept of a great cathedral. Here grain is received from wagons or cars, inspected and graded, but on this floor there are no facilities for storage. Above, the heavy timbers which form its top, however, rise to the altitude of nearly 150 feet, tier after tier of lofts whose areas are broken by long rows of mighty bins and ponderous weighing machines. There are 379 of these bins, each 12x12x65 feet, and capable of containing 7,000 bushels, their total capacity exceeding 2,500,000 bushels—an amount beyond ordinary comprehension. They can receive and weigh 500 cars, or 300,000 bushels, per day, while their capacity for delivery is 100,000 bushels per hour. As an example of what may be accomplished by the substitution of machinery for manual labor, this record is said to stand unrivaled, and is repeated over and over again each year. Seventy-five men are found sufficient to operate this machinery, which is driven by a Corliss engine of 1,200 horse-power of the description known as 'fore-and-aft compound valve-motion.' The main driving belt, which is made of eight-ply rubber and duck, is said to be the largest in the world, being 250 feet long and five feet wide. It runs very nearly vertically from the engine to the pulley on the counter-shaft, which is situated at the top of the building. All along other counter-shafts are pulleys over which run no less than twenty 8-inch rubber elevator

belts, each of which carries steel buckets riveted to its face at regular intervals. As these belts move upward they carry full buckets on one side, which, as they pass over the driving pulley at the top, are emptied and descend empty on the other side.

"The grain, once discharged, falls through chutes, by force of gravitation, to the main body of the elevator, whence it is directed by other chutes to any desired point. The distribution is accomplished by means of a chute rotating on a vertical axis, the prolongation of which would pass through its lower mouth. Thus, when swinging round on its pivot, its upper (or receiving) mouth remains constantly in the same position. Around its lower end are arranged, in a circle, the yawning and insatiate mouths of a number of chutes, each numbered to correspond with a particular bin, and each capable of being connected with the central shaft. In this way one elevator is made to feed a number of bins.

"On the next floor below the chutes are what is known as 'garners,' which are simply square bins holding 1,000 bushels each. Immediately under each is a platform scale, whose bin contains precisely the capacity of the bin above it, and receives grain therefrom as desired. There are 28 of these scales in all—12 for receiving and 16 for shipping—and on them the grain is weighed, the capacity of each being 60,000 pounds. Much (probably most) of the grain received is simply graded and delivered in bulk,—i. e., a like weight is given the owner. Other grain is received with 'identity to be preserved.'

"All garners, weighing bins and storage bins have sloping bottoms, to prevent the lodgment of kernels on their passage, and all grain is weighed twice (on receipt and withdrawal), each necessitating its elevation to the top of the building under the system, which has been explained."

Owing to irregularities in the shipment of grain without the cancellation of receipts (or "certificates") in recent years, the General Assembly, at its last session (1901), passed an act making it the duty of the warehouseman, on the receipt of grain for the purpose of storage, to issue a receipt for the same, which he is required, within twenty-four hours, to report to the Warehouse Registrar, indicating the amount, grade of grain, the name of the owner and the number of the receipt. The

warehouseman is prohibited, under heavy penalties from delivering grain upon said receipt, except upon its return "stamped or otherwise plainly marked by the Warehouse Registrar with the words, 'registered for cancellation,' " with the date of such entry. Within twenty-four hours thereafter, the warehouseman is required to "report said receipts to the Registrar cancelled." The warehouseman, his clerk or agent, failing to do this, is subject to a fine of \$100 for each offense. The law further declares, that any warehouseman or his agent, delivering grain upon which such receipts have been issued, or any inspector or person connected with the Grain Department, "knowingly permitting said grain to be delivered, without notice from the Registrar that said receipts have been registered for cancellation, shall be deemed guilty of a crime," and liable to be fined an amount equal to the value of the property wrongfully delivered, or imprisoned for a period not less than one nor more than ten years.

This paper cannot conclude more fittingly than by the incorporation of a few statistics from the Forty-Third Annual Report of the Chicago Board of Trade (for 1900). From these it appears that the receipts of grain of all kinds for the year (including flour in its grain equivalent) was the largest in the history of the Chicago grain market—being 349,637,295 bushels, against 320,670,441 (the next highest) in 1899. The shipments for the same period amounted to 265,552,246 bushels, being exceeded only by those of 1898. The receipts of wheat during the year aggregated 48,048,298 bushels—a little more than two millions below those of 1892, the highest. The receipts of corn surpassed all previous records, amounting to 134,663,456 bushels, while the shipments (aggregating 111,099,653 bushels) fell short of those of 1898 and 1899—1898 being the record year. The receipts of oats fell short of the four preceding years from four to seven millions, the aggregate being 105,226,761 bushels. In the seventeen principal elevators with their six annexes, with a capacity of 28,000,000 bushels, the amount in store at the end of the year was 17,514,305 bushels, against 22,395,014 at the beginning. Much the larger proportion of the receipts of grain of all kinds came by rail, that by lake and canal being less than five and a half million bushels. In the amount of the receipts of both corn and oats, the Chicago,

Burlington & Quincy Railroad holds precedence (of the former, 30,910,300 bushels), the Illinois Central, Chicago & Northwestern and the Chicago, Rock Island & Pacific following substantially in the order named. These stupendous figures indicate that Chicago still holds its place as the greatest grain market of the world, yet it would be unsafe to say that it has reached its limit.

STATISTICS FOR 1903.—While 1900 was a record-breaking year in respect to the total receipts of grain in the Chicago market, the receipts of wheat during that year were surpassed by those of 1901—the latter amounting to 51,197,870 bushels, against 50,234,556 bushels in 1892, the next highest in the history of the city. The statistics of grain receipts and shipments for the year 1903, compiled by Mr. George F. Stone, Secretary of the Chicago Board of Trade and published in "The Forty-Sixth Annual Report of the Trade and Commerce of Chicago," present the following results:

	Bushels.
Aggregate Receipts of Grain.....	275,468,195
Aggregate Shipments of Grain.....	210,255,151
Total Receipts of Wheat.....	27,124,585
" Shipments of Same.....	21,369,548
" Receipts of Corn.....	98,545,534
" Shipments of Same.....	68,093,622
" Receipts of Oats.....	88,588,386
" Shipments of Same.....	63,539,179
" Receipts of Barley.....	23,273,519
" Shipments of Same.....	2,986,816

According to the same report there were in the City of Chicago, during the year 1903, sixteen regular warehouses (or elevators) with six annexes, having a total capacity of 26,750,000 bushels, besides fifty-two private elevators, with a total capacity of 30,400,000 bushels—grand total storage capacity, 57,150,000 bushels. The aggregate of cereals in store in Chicago at the close of the year was 6,753,676 bushels, of which there were (in bushels): Wheat, 2,768,291; Corn, 2,244,068; Oats, 1,277,728; Rye, 242,279; Barley, 271,310. The aggregate amount of grain in store at the beginning of the year was 10,977,301 bushels, showing a reduction during the year of 4,223,625. The range of prices on different cereals for the year (1903) was as follows: Wheat, 70¼ to 93 cents; Corn, 41 to 53 cents; Oats, 31¼ to 45 cents; Rye, 48 to 60 cents.



J. H. Rogers

CHAPTER XXIV.

EDUCATIONAL—Y. M. C. A. ORGANIZATION.

CHICAGO MANUAL TRAINING SCHOOL—ITS ORIGIN AND OBJECT—WORK ACCOMPLISHED IN TWENTY-ODD YEARS OF ITS HISTORY—NUMBER OF GRADUATES—MERGED WITH THE UNIVERSITY OF CHICAGO—ARMOUR TECHNOLOGICAL SCHOOL—YOUNG MEN'S CHRISTIAN ASSOCIATION OF ILLINOIS—ITS HISTORY OF FIFTY YEARS—PRESENT STRENGTH AND STATUS OF THE ORGANIZATION—Y. M. C. A. BUILDING IN CHICAGO.

The Chicago Manual Training School owes its existence to "The Chicago Commercial Club," an association composed of prominent business men, whose monthly meetings are devoted to the discussion of social, civil and political questions. To this body of thoughtful and observant men the subject of education early commended itself as of vital importance to the welfare of the commonwealth. The need of something more than, and different from, the usual grammar and high school education was fully felt.

At a meeting of the Club held March 25, 1882, it was resolved to raise a sum of \$100,000 to establish a manual training school. The money was raised, and the same evening a committee was appointed to draft a plan for the organization of the school. This committee reported Dec. 30, 1882. "The Chicago Manual Training School Association" was formed, consisting exclusively of members of The Commercial Club. The following gentlemen were elected Trustees: E. W. Blatchford, R. T. Crane, Marshall Field, William A. Fuller, John Crerar, John W. Doane, N. K. Fairbank, Edson Keith, George M. Pullman. E. W. Blatchford was chosen President of the Board; R. T. Crane, Vice-President; Marshall Field, Treasurer, and William A. Fuller, Secretary. On June 9, 1883, Dr. H. H. Belfield, at that time Principal of the North Division High School, was elected Director.

The object of the school is thus stated in its charter:

"Instruction and practice in the use of tools, with such instruction as may be deemed necessary in mathematics, drawing, and the English branches of a high-school course. The tool

instruction, as at present contemplated, shall include carpentry, wood-turning, pattern-making, iron-chipping and filing, forge-work, brazing, and soldering, the use of machine-shop tools, and such other instruction of a similar character as may be deemed advisable to add to the foregoing from time to time, it being the intention to divide the working hours of the students, as nearly as possible, equally between manual and mental labor."

The site of the school, at the northwest corner of Michigan Avenue and Twelfth Street, was purchased March 28, 1883. The cornerstone was laid, with appropriate ceremonies, Sept. 24, 1883, and the school opened its doors to pupils Feb. 4, 1884.

It was intended that the course of the school should be three years, since it was believed that the essentials of a high school curriculum, with five hours per week of drawing and ten hours a week of shop work, could be thoroughly accomplished in that time. This belief was well founded. About fifty per cent. of the graduates of this school have entered technological schools abundantly well equipped for their work. Twelve of the class of 1893 were fitted for the Sophomore class of Sibley College, Cornell University. The acceptance by the technological schools of the shopwork and drawing of manual-training school graduates, as an equivalent, wholly or in part, of similar work demanded by the school of technology for the degree of E. E. or M. E., saves much time to the students possessing it. During the twenty-two years of the school's existence, its general purpose has been maintained without essential change. As the pedagogical value of manual training became recognized, the optional study of Greek was added, in order that boys desiring to prepare for classical colleges might have the benefit of drawing and shopwork.

The technical skill of boys, when directed by competent and enthusiastic teachers, is well illustrated by some of the products of the school. Besides two dozen or more steam-engines from six to ten horse-power, the pupils have made three sensitive drills, a large drill-press, a dozen half-speed lathes, a pattern-maker's gap lathe, weighing 1,500 pounds, and many other articles in wood, iron and steel. The tower-clock, with a 60-inch dial, a Westminster chime, etc., in use for years, was designed and built by pupils.

The drawing includes free-hand, machine and

architectural work. About fifty per cent. of the graduates of the school go directly into business. The others, as has been said, enter college, chiefly to engineering departments. Over two hundred college degrees are known to have been conferred upon graduates, and one hundred and forty others are now in college. The number of graduates is now (June, 1901) 776.

On the ninth day of July, 1897, the school was presented by its Trustees—with the unanimous approval of the Chicago Manual Training School Association—to the University of Chicago. Its legal ownership is now vested in a Board of nine Trustees, elected by and from the Board of Trustees of the University of Chicago. This transfer of ownership is commemorated by a handsome bronze tablet, placed in the vestibule of the school, which reads as follows:

"THE CHICAGO MANUAL TRAINING SCHOOL, the first independent school of this character in the United States, was founded by The Commercial Club of Chicago; was incorporated, April 10, 1883; the corner-stone of its building, corner of Michigan Avenue and Twelfth Street, was laid September 24, 1883, and regular school exercises began February 4, 1884.

"The school was designed to give instruction and practice in the use of tools, in mathematics, drawing, modern languages, and the English branches of a high school course.

"That, during the fourteen years of the existence of the school, it has instructed over sixteen hundred pupils, of whom six hundred and three have been graduated; that it has caused the establishment of many similar institutions—and, especially, that it has secured the incorporation of this system of education into the public schools of this city and of many other cities—is evidence to the founders of the school that it has successfully accomplished the purpose for which it was organized. In the belief that the usefulness of the school will thereby be enlarged and its perpetuity secured, the membership of the Association has been, by unanimous action, so changed that the administration of the school, with its building, grounds, equipment, and the endowment (a bequest of the late Mr. John Crerar), has been this day entrusted to a membership composed of Trustees of

"THE UNIVERSITY OF CHICAGO.

"BOARD OF TRUSTEES 1896-97.

"E. W. Blatchford, President.

"John M. Clark, Vice-President.

"Marshall Field, Treasurer.

"William A. Fuller, Secretary.

"John W. Doane—Christoph Hotz—Edson Keith—H. H. Porter—George M. Pullman.

"HENRY H. BELFIELD, Director."

"July 9, 1897."

Mr. Crerar's bequest was \$50,000. It will be noticed that Messrs. Blatchford, Field, Fuller, Doane, Keith and Pullman were members of the original Board of Trustees, while Messrs. Crerar, Keith and Pullman were members at the time of their death.

ARMOUR INSTITUTE OF TECHNOLOGY.

Armour Institute of Technology was founded in 1892 by Mr. Philip D. Armour of Chicago. The work of instruction was begun in September, 1893. The aim of the Institute was expressed in its first public announcement as follows:

"This institution is founded for the purpose of giving to young men and women an opportunity to secure a liberal education. It is hoped that its benefits may reach all classes. It is not intended for the poor or the rich, as sections of society, but for any and all who are earnestly seeking practical education. Its aim is broadly philanthropic. Profoundly realizing the importance of self-reliance as a factor in the development of character, the Founder has conditioned his benefactions in such a way as to emphasize both their value and the student's self-respect. The Institute is not a free school, but its charges for instruction are in harmony with the spirit which animates alike the Founder, the Trustees and the Faculty, namely: the desire to help those who wish to help themselves."

The central feature of the Institute is the Technical College, which offers four year courses in Mechanical Engineering, Electrical Engineering, Civil Engineering, Architecture and Science, all of which lead to the degree of Bachelor of Science. The equipment for these courses has been made so complete that the educational work done here compares favorably with that done at any of the other prominent Institutes of Technology in the United States. In order that the young man contemplating a full course in Engineering may receive adequate preparation, Armour Scientific Academy



EAST WING OF MANUAL TRAINING BUILDING, UNIVERSITY HIGH SCHOOL.—UNIVERSITY OF CHICAGO.

has been made an integral part of the Institute. The different courses here offered lay special emphasis upon Physics, Chemistry, Drawing and Mathematics as being the foundations for future success in applied science.

The Associated Department of Domestic Arts and Science offers instruction in sewing, dressmaking, millinery, cookery, home-nursing, hygiene, sanitation and ventilation. Normal courses are offered in order to train young women who desire to teach these subjects. The Kindergarten Normal Department offers a two-year course for the training of kindergarteners. The Department of Music offers instruction in organ and pianoforte playing and voice culture.

The building erected by the munificence of Mr. Armour is built in the Romanesque style with Norman windows, and is absolutely fire-proof. No expense was spared in its erection. In the basement are placed the shops for wood-work and forging, the Mechanical Engineering Laboratory and the engine-room. On the first floor are the library, offices of the President and Dean and Machinery Hall. On the second floor are the Electrical Engineering Laboratories, the physics lecture and apparatus rooms and the Biology Laboratory. On the third floor are the Chemical Laboratory, the Civil Engineering room and recitation rooms. The fourth floor is devoted chiefly to the Department of Domestic Arts and Science. On the fifth floor are a large drafting room and a gymnasium.

The aim of the Institute is to develop thoroughly and scientifically the best element in any individual. With this end in view, the instruction in the preparatory department and in the associated departments, as well as in the Technical College, is maintained at a high standard. Young women deserve as careful and as scientific training in the technical pursuits suited to them as the young men who are seeking to prepare for the life of a professional engineer. The conception is worthy of a prince and Mr. Armour has carried it out in the most princely manner.

THE YOUNG MEN'S CHRISTIAN ASSOCIATION IN ILLINOIS.

There were Young Men's Christian Associations in existence in Illinois as early as 1854. In the first International Convention of Young Men's Christian Associations, which was held at Buffalo, N. Y., in June of that year, two delegates were present from Chicago—W. P. Mont-

gomery and Cyrus Bentley; and one from Peoria—T. C. Moore; while a delegate was also enrolled from the "Young Men's Moral and Christian Union" of Quincy. The report of Mr. W. P. Montgomery, one of the delegates from Chicago, states that the organization in that city had been formed about eighteen months previous to the date of the convention.

At the time of the second convention, which was held in Cincinnati, Ohio, in September, 1855, the name of Chicago had disappeared from the list of Associations, while Springfield had been added. Of these Associations only Quincy seems to have survived until the third convention held in Montreal, Canada, in June, 1856, and even this disappears from the list before 1858.

The oldest existing Association in Illinois is the present organization in Chicago, which was organized in June, 1858. For some fourteen years after that date, while a number of Associations were organized in different parts of the State, no effort seems to have been made to bring them into relationships of mutual helpfulness. In 1873, however, at the call of Mr. Robert Weidensall, acting as Agent of the International Committee, a convention was held at Bloomington, November 6-9 of that year. This was the beginning of an effort on the part of the Associations to unite for mutual helpfulness and for the extension of the association work. A State Executive Committee was appointed at this time which, however, accomplished but very little during its year of office. Nevertheless, conventions have been held continuously since 1873.

In the convention of 1875, which was held at Jacksonville, Ill., definite steps were taken toward securing the services of a State Secretary whose whole time should be given to association work. Such an officer was not selected until the following year, when on Nov. 1, 1876, Mr. Charles M. Morton assumed the duties of the office. This position he held for one year only, during which time a large amount of evangelistic work was done in different parts of the State and a number of Associations were organized, so that the State list submitted at the Champaign convention, in September, 1877, contained the names of sixty-two organizations. At the close of one year of service, Mr. Morton retired from the State Secretaryship to accept the pastorate of a mission in the city of Chicago, and the Associations for

nearly three years were left without close supervision.

The Decatur convention in 1879 urged the securing of a State Secretary, and in April, 1880, I. E. Brown was elected to that position which he has continued to occupy until the present time (1904). The names of sixteen Associations were put into his hands as comprising the association constituency in the State. At that time 2,433 was the reported membership. Two Associations (those of Chicago and Aurora) owned buildings. The total value of association property, including three building funds, was reported as \$126,500. Thirteen Secretaries and other officers were employed by the Associations, all but four of these being in Chicago. There was one small gymnasium in existence. Five Associations conducted religious meetings for men only.

Since 1880, the growth of association work has been constant, and this growth has demanded the addition of one Secretary after another until seven are now employed in the State work.

Beginning with the year 1886, the development of distinct departments of State work was entered upon. This, however, was not fully carried out until the year 1890. The work of supervision is now divided into the following departments:

1. General Supervision, with State Secretary and Assistant Secretary in charge.
2. Railroad and City Department.
3. County and Town Department.
4. Student Department.
5. Corresponding Membership Department.
6. Office.

With the exception of the last two, which are combined under one head, each Department is in charge of an employed Secretary, who is responsible for its development, while in the Railroad and City Department and in the office an assistant is also employed.

The whole work is under the supervision of a State Executive Committee of twenty-seven members, one-third of the number being elected annually. Of this Committee, for several years Mr. John E. Wilder of Chicago has been Chairman. The State Convention, which is made up of delegates from the different local associations, is the creative power of this Committee and the source of its instructions.

The last available report (October, 1904) shows 126 Associations in the State, reporting

a total membership of 23,375. Twenty-three Associations own their own buildings, while eight others hold their buildings on long time leases from railroad companies. The total value of property reported is \$2,727,435. Of the buildings, eight are for railroad men, two for students, while the remainder are owned by city Associations. Instead of five religious gatherings a week for young men, as in 1880, 248 such weekly gatherings were reported in 1898, and the number has been largely increased since. In addition to all of this organized work, the system of representatives or correspondents in unorganized towns has been extended to 1103 communities.

The development has not been solely in the number of organizations. The physical work has been put upon a scientific basis, and has been extended to 40 associations.

The various phases of educational work have been largely developed, and the evening class-work, during the year 1903-04 enrolled 2,041 pupils.

Great advances have been made in equipment, not only in the fifteen-fold increase in the number of buildings, but also in their character. The finest building ever erected in the world for Young Men's Christian Work, was entered by the Chicago Association in 1893.

Some association work has been done among the coal-miners, and an association has for years done good service among the first grade boys of the Illinois State Reformatory, while a large work has been carried on at the Militia Camp of the Illinois National Guard, and preliminary steps have recently (1904) been taken for an Army Association at Ft. Sheridan.

CHAPTER XXV.

LIBRARIES.

THE CHICAGO PUBLIC LIBRARY—AN OUTGROWTH OF THE GREAT FIRE OF 1871—THOMAS HUGHES, THE ENGLISH AUTHOR, A LEADER IN THE MOVEMENT—HISTORY OF THE LIBRARY BUILDING—STATISTICS FOR THE YEAR 1904—CHICAGO HISTORICAL LIBRARY—ITS ORIGIN AND HISTORY—NEWBERRY LIBRARY—JOHN CRERAR LIBRARY—EVANSTON FREE PUBLIC LIBRARY.

On January 3, 1872, a petition, signed by twenty-eight leading citizens, was presented to



H. H. Balfield.

Hon. Joseph Medill, Mayor of Chicago, requesting him to call a public meeting of citizens to consider the establishment of a free public library. The names signed to that petition constitute a roll of honor. It would have been difficult to find twenty-eight names more truly representative of Chicago, or which stand for more in its development and history.

This step had its origin in a movement started by Thomas Hughes, the celebrated English author and Member of Parliament, which received the endorsement of Queen Victoria and a large number of England's most distinguished statesmen and authors, immediately after the great Chicago fire of 1871, looking to the contribution of books and means for the founding of a free public library in the fire-stricken city. Mayor Medill issued the call as requested, and a large and enthusiastic public meeting was held Jan. 8, 1872, at Plymouth Church. Resolutions were adopted thanking Mr. Hughes and his associates for the steps inaugurated to this end, pledging the efforts of the citizens of Chicago to carry on and complete the great work so successfully begun.

The Mayor appointed a committee of twenty-two to prepare the legislation necessary to establish a free public library and to receive and preserve such books and literary property as should be presented. This committee prepared and reported a free library bill to a meeting held in the City Hall January 20, 1872. This bill was framed from copies of bills at that time before the Legislature, the earliest of which had been prepared by Hon. Daniel L. Shorey and introduced in the House of Representatives February 6, 1871, by Hon. William H. King of this city.

The bill presented by the committee was unanimously approved by the meeting and was in substance the bill which became a law and was approved March 7, 1872. This was a general law and is the statutory foundation of all the free public libraries in Illinois. This Act was accepted by the Common Council and the Chicago Public Library was thereby established by an ordinance, also prepared by Mr. Shorey, approved April 13, 1872.

As the books were received they were deposited in the old iron water tank, which was situated upon the lot at the southeast corner of Adams and La Salle Streets, now occupied by the Rookery Building. This tank had been used as a distributing reservoir for the South

Division and stood on a masonry foundation thirty-five feet high. It had the merit of being fire-proof and was selected for that reason.

A reading room was fitted up by the city in the third story of the temporary City Hall, adjacent to and connecting with the tank. This was opened to the public Jan. 1, 1873. These quarters having soon proved inadequate for the rapidly growing accumulation of books, on March 16, 1874, the Library was moved to the southeast corner of Madison Street and Wabash Avenue, where it was opened for the circulation of books May 1, 1874, with 17,355 volumes.

On May 27, 1875, the Library was again moved, this time to the southwest corner of Lake and Dearborn Streets, where it remained until May 24, 1886. By that time it had again outgrown its habitation, and its 120,000 volumes were removed to the fourth story of the City Hall.

From the earliest consideration of the subject of a future library building, Dearborn Park has, by common consent, been deemed the most natural and appropriate location. It was public property, by the utilization of which the expenditure of a large sum in the purchase of land was rendered unnecessary. It was of adequate size and of symmetrical shape. It was centrally located and convenient to the lines of intramural communication and travel. It filled more completely the requirements of the Library and the convenience of the public than any other site obtainable, but the difficulties in securing its use for library purposes were for many years insurmountable.

On the plat of Fort Dearborn Addition, Dearborn Park was marked "Public ground, forever to remain vacant of buildings." The consent of owners of abutting property therefore had to be obtained before a building could be erected. June 4, 1889, an Act of the Legislature of Illinois was passed, giving to the Soldiers' Home in Chicago the license to erect a Memorial Hall on the north one-fourth of Dearborn Park. The Soldiers' Home, however, was unable to obtain the necessary consent of the owners of abutting property and never obtained possession from the city. It now became apparent that the whole park would ultimately be needed for library purposes and negotiations were entered upon for the acquisition of the interest of the Soldiers' Home. This finally resulted in an agreement between the parties.

An ordinance of the city of Chicago was passed May 19, 1890, and an act of the Legislature passed and approved June 2, 1891, which authorized the Library to purchase the interest of the Soldiers' Home and to erect and maintain a public library on the entire park. The consent of the owners of abutting property was then obtained. The preliminary agreement, on October 24, 1891, ripened into a final contract by the delivery of a deed from the Soldiers' Home to the Chicago Public Library, and by the execution of an agreement by the Library to construct a Memorial Hall and ante-rooms and to lease them for fifty years at a nominal rental to the Grand Army Hall and Memorial Association.

The plans were adopted and the architects employed February 13, 1892, from which time the work of construction steadily progressed.

Ground was broken July 27, 1892, the corner-stone laid Thanksgiving Day, 1893, and on October 9, 1897, the building was dedicated to the people of Chicago with appropriate exercises. On December 1, 1904, there were 295,075 volumes in the library, which had a home circulation during the year of 1,859,750, of which 535,457 were issued from the main library, and 754,225 through the 70 delivery stations. Besides this 346,807 volumes were consulted by 124,571 persons in the reference room, while in the branch reading rooms 194,887 visitors consulted 88,558 books and 151,930 periodicals. The number of persons entitled to draw books on cards was 62,384.

THE CHICAGO HISTORICAL LIBRARY.

The Chicago Historical Society was organized in 1856, and incorporated in 1857. As William H. Brown, who was a member of a Historical Society formed at Vandalia, about 1835, was the first President, it may not be inaptly called a reorganization or continuation of that society. Its charter members were William B. Ogden, J. Young Scammon, Mason Brayman, Mark Skinner, George Manierre, John H. Kinzie, James V. Z. Blaney, Edward I. Tinkham, Joseph D. Webster, William A. Smallwood, Charles H. Ray, Mahlon D. Ogden, Franklin Scammon, William Barry, Van H. Higgins, Dr. Nathan S. Davis, Samuel D. Ward, and Ezra B. McCagg.

The objects of the Society were declared to be: First, the establishment of a library; second, the collection into a safe and permanent

depository of manuscripts and documents of historical value; third, to encourage the investigation of aboriginal remains; and fourth, to collect and preserve such historical materials as shall serve to illustrate the settlement and growth of Chicago.

When the destructive fire of 1871 occurred, the Society had erected a commodious brick building for its use on a portion of its lot at the northwest corner of Dearborn Avenue and Ontario Street, in which, under the supervision of Rev. William Barry, had been accumulated a library of 14,000 volumes, besides priceless treasures in manuscripts and records, including that great document, the Emancipation Proclamation, with President Lincoln's signature affixed thereto. The devouring flames left not a vestige unconsumed.

The society was not forgotten in the work of restoration, but the liberal contributions received as a nucleus for a new library were again swept away by the great fire of 1874. The friends of the Society were naturally discouraged, but donations of books were made and cared for by Edwin H. Sheldon at his office on Clark Street, until, at a meeting of the Society on January 23, 1877, it was determined to erect a new building. An appeal to the members for subscriptions meeting with a favorable response, the movement resulted in the erection of another building, which was ready for occupancy by October 16, 1877. There for fifteen years it grew and prospered.

In 1892 the Henry D. Gilpin fund having, by careful investment, more than doubled, and the legacy under the will of John Crerar having become available, it was determined to solicit from its members subscriptions for the erection of a permanent fire-proof home for the Society, on the site at the corner of Dearborn Avenue and Ontario Street, so long identified with the Society's history. To this appeal the members responded with alacrity and their accustomed liberality, and the temporary structure having been removed, on November 12, 1892, the corner-stone of the new building was laid with appropriate ceremonies. The new edifice, erected at a cost of \$190,000, is of fire-proof construction and, in point of completeness, has no superior for similar purposes in the world. On December 15, 1896, the dedication of the building took place in the presence of a brilliant and representative assemblage of members and friends of the Society. The

absolute safety of the building from damage by fire has made it a favorite repository for donations of valuable manuscripts, relics, portraits, etc., from a variety of sources.

At the request of the History Section of the Department of Anthropology of the Louisiana Purchase Exposition, at St. Louis, the Society made an exhibit of fac-similes of some of its valuable manuscripts and portraits, illustrating the exploration and development of the Mississippi Valley, 1673-1817. This exhibit was awarded the gold medal by the Superior Jury of Awards.

During the annual meeting of the American Historical Association, held in Chicago by invitation of this and other institutions, December 28-30, 1904, the Society was able to assemble for the study and pleasure of its guests a special loan exhibit of several important collections of historical material displayed at the Louisiana Purchase Exposition. This collection of unique and priceless documents (of which a complete catalogue has been published) was doubtless the most valuable that has ever been assembled for a loan exhibition under the roof of any private institution in the Mississippi Valley, and could hardly have been secured but for the absolutely fire-proof character of the massive building of the Chicago Historical Society.

Since 1901 the library and collections of the Society have been entirely free to the public, being open each week day—except on national holidays—from 9 a. m. to 5 p. m. A course of historical lectures is maintained during the winter months, to which members and their friends are eligible.

The present officers of the Society are as follows: President, Franklin H. Head; First Vice-President, Thomas Dent; Second Vice-President, Lambert Tree; Treasurer, Orson Smith; Secretary, James W. Fertig; Librarian, Caroline M. McIlvaine; Executive Committee: Franklin H. Head, Edward E. Ayer, Joseph T. Bowen, William A. Fuller, Charles F. Gunther, Samuel H. Kerfoot, Jr., George Merryweather, Walter C. Newberry, Otto L. Schmidt.

As provided in its constitution, and contrary to popular impression, the field of this Society is not confined to Chicago, but its foundations are laid broad and deep to include all the States carved from the "Old Northwest Territory," and this has been extended by common consent to include the entire Mississippi

Valley. The number of books, pamphlets, and manuscripts now in the library approximates 140,000, and is being added to at the rate of 2,500 volumes annually. Besides a highly specialized collection of books, maps, and newspapers treating of chosen subjects, the Society has an extensive collection of manuscripts—only a small portion of which have been drawn upon for material for its published collections, and a Museum of Relics illustrating the various historical periods in the development of the Northwest.

THE NEWBERRY LIBRARY.

Chicago has been fortunate in being made the recipient, within the past few years, of private benefactions destined to give it a literary prominence unsurpassed by that of any other city in the country. The first of these gifts came from the late Walter Loomis Newberry, who died November 6, 1868, leaving, by a conditional bequest, one-half of his estate for the purpose of founding a Free Public Library, to be located in that part of Chicago known as the North Division. By the conditions of his will this bequest became available on the death of his widow, Dec. 9, 1885. The value of the one-half of the estate, the sum set off to the Library was estimated, at that time, at \$2,512,354. The larger part of that sum being in real estate, it has since materially increased in value. On the first of July, 1887, the Trustees, upon whom devolved the duty of "founding the Library" in accordance with the provisions of the will, as a tribute due to the memory of the founder, gave to it the name of The Newberry Library, and decided that it should be a library of reference open to the use of the public on the premises.

Dr. William Frederick Poole, for fourteen years the successful head of the Chicago Public Library, was appointed Librarian, entering upon his duties August 1, 1887. The first temporary home of the Library was at 90 La Salle Street; in April, 1888, it was removed to 338 Ontario Street, whence after two years, it was transferred to convenient quarters for its temporary use at the northeast corner of North State and Oak Streets. Steps were taken as early as 1888, looking to the erection of a permanent building upon the square bounded by Ontario, Pine, Erie and Rush Streets, which had been the Newberry homestead, and which had been reserved by the Trustees for this pur-

pose. The site was changed, however, in 1889, for a more desirable location, to what is known as the Ogden Block, surrounded by Dearborn Avenue, Walton Place, North Clark, and Oak Streets, where the erection of a permanent library building was begun in the fall of 1890, in accordance with plans prepared by the Architect, Henry Ives Cobb, in conjunction with the Librarian, and so far finished as to be ready for partial occupancy in the fall of 1893. This building, which fronts on Walton Place directly opposite Washington Park, is constructed of New England rose granite in the Romanesque style of architecture.

The dimensions of the present building are 318 feet in length by 72 feet in depth and five stories in height, with a capacity for the storage of 1,000,000 volumes. The plan of the building contemplates the erection, as the needs of the Library may demand, of three additions to the main structure with fronts facing east, north and west, and surrounding an inner court. The interior of the building is simply and substantially finished, and is strictly fire-proof. Heat is furnished by steam and light by electricity. There are at present (October, 1904) 196,484 volumes and 70,123 pamphlets in the Library, the preference in the selection of which has been given to works of a solid character suited for general reference, including many rare and choice volumes of history, bibliography, archaeology and fine arts. To the department of medicine special attention has been given, as also to that of music.

In April, 1892, The Newberry Library was incorporated under an Act adopted by the General Assembly of 1891, when the following Board of Trustees was elected: Eliphalet W. Blatchford, President; Edward S. Isham, First Vice-President; Lambert Tree, Second Vice-President, and the following additional members: Hon. George E. Adams, Edward E. Ayer, William H. Bradley, Daniel Goodwin, Franklin MacVeagh, Gen. Alexander C. McClurg, Gen. Walter C. Newberry, Henry J. Willing, and John P. Wilson. The members of the Board for the year 1904 are the same, with the exception of Messrs. Goodwin, MacVeagh, Bradley, Isham, McClurg and Willing, whose places have been filled by Bryan Lathrop, George Manierre, David B. Jones, Horace H. Martin, Moses J. Wentworth, and John A. Spoor.

After the death of Dr. W. F. Poole, which occurred on the first day of March, 1894, John

Vance Cheney was selected as Librarian, and still holds the position.

THE JOHN CRERAR LIBRARY.

By the will of the late John Crerar of Chicago, who died October 19, 1889, the residue of his estate, after the payment of numerous private and public bequests, was given to the creation and endowment of a free public library, to be called "The John Crerar Library," and to be located in the City of Chicago. In 1891 the validity of the will was attacked, but it was sustained by a decision of the Supreme Court of the State of Illinois, rendered June 19, 1893. The Library was incorporated under the laws of Illinois, October 12, 1894, and was duly organized January 12, 1895.

By special request contained in Mr. Crerar's will, Norman Williams was made the first President of the Board of Directors, the remaining members of the Board—also named by Mr. Crerar—being: Huntington W. Jackson, Marshall Field, E. W. Blatchford, T. B. Blackstone, Robert T. Lincoln, Henry W. Bishop, Edward G. Mason, Albert Keep, Edson Keith, Simon J. McPherson, John M. Clark, and George A. Armour. Huntington W. Jackson was elected First Vice-President, Marshall Field Second Vice-President and George A. Armour Secretary. The administrative force was completed during the following year (1895) by the appointment of William J. Louderback, Treasurer, and Clement W. Andrews, Librarian. The library was opened without formality April 1, 1897, on the sixth floor of the Marshall Field Building, at 87 Wabash Avenue, which it has continued to occupy to the present time.

Having sympathetically reviewed the library section of Mr. Crerar's will, and carefully considered the library facilities and needs of the city, the Directors unanimously decided to establish a free reference library of scientific literature. This decision seemed to them to accord with the particular business activities by which the greater part of the founder's fortune had been accumulated here, to exclude, naturally, certain questionable classes of books which his will distinctly prohibits, and to favor the supreme aim and object which it expressly points out. As personal friends, who had been acquainted with his wise and generous purposes and with his civic patriotism and gratitude, they believed that he would have promptly and cordially approved of their deci-

sion as highly advantageous to the whole city. They are firm in the conviction that he would have wished his large legacy to supplement, in the most effective way, the existing and prospective library collections of Chicago. Accordingly, the Directors instituted a series of conferences with the Chicago Public Library and the Newberry Library. An elastic scheme was jointly adopted for dividing among them the available world of books. This co-operation will prevent unnecessary duplication and wasteful rivalry. The special field of the John Crerar Library is, therefore, that of the natural, the physical and the social sciences, with their applications.

President Williams died in 1899, and First Vice-President Huntington W. Jackson was elected his successor, but survived only one year, dying in January, 1901. Judge Peter S. Grosscup was then elected President, and has held the position to the present time. The full Board at the present time (1904) is composed of the following named persons: Marshall Field, E. W. Blatchford, Robert T. Lincoln, Henry W. Bishop, Albert Keep, John M. Clark, Frank S. Johnson, Peter Stenger Grosscup, Arthur J. Caton, Marvin Hughitt, Thomas D. Jones, John J. Mitchell, and Leonard A. Busby, with Carter H. Harrison, Mayor, and Lawrence E. McGann, Comptroller of Chicago, ex-officio members under an amendment of the By-Laws adopted in 1901. The present officers of the Board (1904) are: President, Peter Stenger Grosscup; First Vice-President, Henry W. Bishop; Second Vice-President, Thomas D. Jones; Secretary, Arthur J. Caton; Treasurer, William J. Louderback; Librarian, Clement W. Andrews. The latter, formerly Librarian of the Massachusetts Institute of Technology, has had charge of the Crerar Library from the date of its opening.

Besides Presidents Williams and Jackson, the following named former members of the Board are now deceased: T. B. Blackstone, Edward G. Mason and Edson Keith, while Rev. Simon McPherson and George A. Armour, having removed from the City of Chicago, have resigned. Messrs. Blackstone and Mason tendered their resignations previous to their decease. (Arthur J. Caton, Treasurer, died since the preparation of this sketch of the Library.)

According to the report of the Librarian for 1903, the Library contained at the close of the

year 103,291 volumes and was in the receipt of 1,870 periodicals and 3,464 other continuations. During the year the Library had 76,500 visitors, while the number of volumes and periodicals consulted amounted to over 190,000. The accessions for the year amounted to 14,280 volumes, of which 2,899 were in the form of gifts, while 11,381 were obtained by purchase.

The amount of the bequest for the establishment and maintenance of the Library, immediately following Mr. Crerar's death, was estimated at two and a half million dollars. The total assets at the close of the year 1903 amounted to \$4,159,157.69, of which \$3,400,000 had been set apart as an "endowment fund," and \$523,117.23 as a "building fund" derived from the income from the original bequest—showing an increase in the building fund, during the year, of over \$66,000, besides \$17,500 set apart for the purchase of books.

Under an act of the Legislature, approved March 29, 1901, and an ordinance of the City Council passed during the same month, a vote was taken of the legal voters of the South Park District, empowering the Park Commissioners to grant authority to the Crerar Library Board to locate a library building on Grant (or Lake Front) Park, and the proposition was adopted by a vote—in round numbers—of 51,000 to 9,000. The site granted is in the space between Monroe and Madison Streets, facing Michigan Avenue and one block north of the Art Institute. The space proposed to be occupied will embrace approximately 400 feet front by 300 feet in depth, and upon this it is proposed to erect a rectangular building in classic style of architecture, with a frontage of 300 feet and capacity for the storage of 1,000,000 volumes and the accommodation of 500 readers.

THE EVANSTON FREE PUBLIC LIBRARY,

Which was organized June 21, 1873, under the State Library Law, is the outcome of the Evanston Library Association, which was formed in 1870; Luther L. Greenleaf was elected President October 18, 1870. It was largely through Mr. Greenleaf's liberality that the original Library Association was enabled to make so successful a start, and a substantial collection of books passed into the possession of the Public Library, as a gift from the older institution, and which formed the foundation of what the library is today, and what it will become in the future. The rooms first occu-

pied by the Association were located in Dr. W. S. Scott's building, now numbered 613 Davis Street, where, on July 3, 1873, the books and other property belonging to the Association were transferred to the Directors of the Free Public Library of Evanston, whose organization had been effected June 21, 1873.

In 1889 the Library was moved to 1574 Sherman Avenue, and in 1893 it was again moved to the rooms now occupied in the City Hall. Efforts toward securing a library building have been in progress for several years. In June, 1904, the city purchased the property on the northeast corner of Orrington Avenue and Church Street, to be used as a site for a new library building. The site thus being assured, it now seems probable that the necessary fund for erecting a building may soon be secured. Total number of books in the library May 31, 1904, 34,617. Total number of periodicals currently received, 115.

The circulating department reports 102,595 volumes issued for home use, 28,304 volumes for consultation in the library and 27,066 were circulated or used in the several schools, making a total of 157,965 volumes used during the year ending May 31, 1904, showing a gain of 4,667 volumes in home circulation. The daily average circulation for the year was 335. The largest issue of any one day was 962 volumes on February 13, 1904; the smallest issue was on July 17, 1903, 219 volumes; the largest month's circulation was in February, 1904, amounting to 13,388 volumes; the smallest was in July, 1903, amounting to 8,501 volumes. There are 4,962 readers' cards in force at the present time. Every permanent resident of Evanston, without limitation as to age, is entitled to a reader's card.

Officers.—The Officers of the Library for the year 1904 are: J. W. Thompson, President; J. S. Currey, Vice-President; Mary B. Lindsay, Librarian and Secretary.

Library Staff.—Mary B. Lindsay, Librarian; Gertrude Leroy Brown, Head Cataloguer; Bertha Strong Bliss, Superintendent of Loan Department; Flora N. Hay, Superintendent of Reference and School Work; with Gertrude E. Aiken, Ida F. Wright and Maud Chidester, Assistants; Charles S. Blair and Lloyd L. Dines, Pages, and Wm. E. Lee, Janitor.

CHAPTER XXVI.

CHICAGO POSTOFFICE.

PIONEER MAIL SERVICE—HOW LETTERS WERE BROUGHT TO FORT DEARBORN IN 1817—THE FIRST POSTOFFICE IN CHICAGO ESTABLISHED IN 1831—PICTURE OF FIRST OFFICE—GROWTH OF BUSINESS IN SEVENTY-TWO YEARS—VOLUME OF BUSINESS IN 1903—PERSONAL SKETCHES OF POSTMASTERS—NEW POSTOFFICE BUILDING—NUMBER OF EMPLOYES AND HEADS OF DEPARTMENTS—STATISTICS OF BUSINESS FOR YEAR ENDING JUNE 30, 1904.

A correct barometer of the growth and increase in wealth and business of any city or locality is well shown by the development of its mail service, and to no locality in the world will this apply more appropriately than to the city of Chicago, as shown by the following condensed statement of the business of the Chicago Postoffice from its beginning up to the present time.

Letters were first brought to Chicago by the annual arrival of a vessel at the fort, or by some chance traveler who came to the place through the wilderness, and later by Government mail-carriers, who brought the mail to the fort from Detroit, Ft. Wayne or St. Joseph, about once a month. These were the only avenues through which the outside world could be heard from till 1831, up to which time no postoffice had been established, and private persons were dependent on the courtesy of the commander of the fort for the receipt of letters.

The first mention of mail communication between Chicago and the East, after the destruction of Fort Dearborn, was in 1817. In Keating's narrative of an expedition to the source of St. Peter's River, published in London, England, in 1825, it is stated that in May, 1823, an exploring party met with an expressman named Bemis, sent from Chicago for letters at Fort Wayne, Ind., and detained him as a guide. A carrier was at that time despatched once a month for letters from Fort Dearborn to Fort Wayne and in 1831 half a dozen letters weekly was considered a heavy mail, and the carrier's hat was used as a mail-bag and post-

office. The first list of advertised letters appeared in the "Chicago Democrat" of Jan. 7, 1834, consisting of one letter to Erastus Bowen. Now the weekly list averages 4,000.

Now, instead of one letter-carrier doing all the work, for the month of July, 1903, the number of letter-carriers employed by the Chicago Postoffice was 1,926, besides 2,076 clerks required in the several departments, and there were 2,315 collections of mail each day, requiring 405 horses, 320 wagons and 90 drivers in the performance of this service.

In 1896, 19,814,029 pieces of mail matter were handled in six days. The yearly receipts for 1903 aggregated 744,083,710 pieces, and of this amount 200,000 pieces were received daily from street railway postal stations on Madison Street, Clark Street, Milwaukee Avenue and Cottage Grove Avenue.

The total receipts of the Postoffice for 1833 were from \$60 to \$80. The total receipts for 1903 were \$10,066,237.58 for Chicago, being about 7 per cent of the whole amount for the United States.

In 1833 letter postage ranged from 6¼ to 25 cents for each letter, according to distance, reckoning from 30 to 400 miles or over, and people came from 30 to 40 miles to Chicago for their mail, and often were trusted for their postage.

Now, for one year, according to the Postmaster's Report for 1903, the demand for stamps and postal cards was as follows:

One cent stamps.....	172,759,300
Two cent stamps.....	216,084,700
Three cent stamps.....	7,058,900
Four cent stamps.....	7,081,300
Five cent stamps.....	7,426,800
Six cent stamps.....	2,801,200
Eight cent stamps.....	2,845,300
Ten cent stamps.....	4,396,500
Fifteen cent stamps.....	1,612,300
Fifty cent stamps.....	48,100
One dollar stamps.....	2,090
Two dollar stamps.....	307
Five dollar stamps.....	350
Special Delivery (10 cents).....	535,150
Postal Cards.....	63,442,250

Auditor reports for years ending June 30, 1903:

	Number.	Value.
Money Orders Issued ..	827,115	\$ 9,672,203.82
Money Orders paid	7,639,567	44,704,172.54

The expenses for the year 1836, including the salaries of the Postmaster and two assistants, were \$4,350.00.

The expenditures for 1903 were as follows:

Clerks' pay-roll.....	\$1,763,460.35
Carriers' pay-roll.....	1,616,281.14
Special Delivery Messengers.....	50,465.81
Miscellaneous bills.....	161,565.18
Postmaster's salary.....	7,000.00

Total\$3,588,772.88

Seventy-two years ago Postmaster Jonathan N. Bailey opened the first regular mail, in the first Chicago Postoffice in the old Kinzie residence. This postoffice was soon removed to a small log building on the northeast corner of Lake and South Water Streets, and in July, 1834, the postoffice was again removed from this building to another log building 45 feet in length and 18 feet in width, situated on the corner of Franklin and South Water Streets. One-half of this building was used by Postmaster Hogan as a postoffice, which gave him plenty of room to accommodate all of Uncle Sam's mail for Chicago, and the other half of the building was occupied by Brewster, Hogan & Co., fur-traders.

The first Postmaster of Chicago, Jonathan Nash Bailey, was born on the 3d day of February, A. D. 1789, in Hartford, N. J. He was appointed Postmaster by Postmaster-General William T. Barry, March 31, 1831, during the first term of President Andrew Jackson's administration and served until Nov. 2, 1832. He was well fitted for his arduous duties, having served from April 25, 1825, to August 21, 1829, as Postmaster at Mackinac, Mich. There were no established mail routes or post-roads north of Chicago in those days. Half a dozen letters weekly were considered a heavy mail. The mail was received twice a week, coming through Niles, Mich., the nearest distributing office, there being no other mail-route in Northern Illinois nearer than that leading from Peoria or Galena. The mail was carried to Niles by stage from Detroit, Mich., to which point it came from Cleveland, Ohio. It required, even down to 1837, fourteen days for a letter to come from New York or Washington, D. C., to Detroit, Mich., and the stage time from the latter

point to Chicago was five days, more or less, being largely a matter of adventitious circumstances. Now the time for delivery between New York and Chicago is the same number of hours. The population of Chicago, during Postmaster Bailey's term, was about 2,000.

John Stephen Coats Hogan, the second Postmaster of Chicago, was born on the 6th day of February, A. D. 1805. He came to Chicago in 1830, was appointed Postmaster by President Andrew Jackson, Nov. 2, 1832, and served until March 3, 1837. In 1833 there was but one

newspaper slips and Government despatches. Triple rates were charged for letters and newspapers. The experiment was not a success financially and was abandoned.

The third Postmaster of Chicago, Sidney Abell, was born in Bennington, Vt., March 10, 1809, and was appointed Postmaster March 3, 1837, by Postmaster-General Amos Kendall under President Martin Van Buren's administration. In June, 1837, the postoffice was removed to the Bigelow building on Clark Street, between Lake and South Water Streets, and



J. S. C. HOGAN'S STORE, WHERE THE FIRST CHICAGO POST OFFICE WAS KEPT.

From an Original Painting Taken by FERNANDO JONES.

eastern mail per week, to and from Niles, Michigan, and it was carried on horse-back. Dr. John T. Temple was awarded the contract for carrying mail from Chicago to Ottawa in 1833, but on his first trip there was no mail to carry. The first recorded Assistant Postmaster was Thomas Watkins, who served under Postmaster Hogan, and who created a local sensation by marrying Theresa Laframboise, the half-breed daughter of Joseph Laframboise, a French fur-trader and chief of the Pottawatomes. In 1836 Postmaster-General Amos Kendall established horse-back express mails to convey letters requiring great expedition,

again removed in 1838 to the Saloon Building, 37 Clark Street, on the southeast corner of Lake Street. There was one daily Eastern mail. Postmaster's assistants were Ralph M. P. Abell and Charles Robert Starkweather, the latter remaining in the postoffice until 1860. The salary of the postmaster was fixed at \$4,000 per annum. In 1836 the receipts of the Chicago postoffice were \$2,148.29 and the expenses \$350.

During the term of Postmaster Abell the postal business increased so that Chicago became a distributing Postoffice and its dependence on Niles, Mich., was discontinued. A daily mail

to the East was established, and railway postal routes were established in 1838; but as Chicago was only beginning to be approached by railroads, it obtained no direct benefit from the system except as the mails were more speedily transported on the lines running toward the west.

William Stewart, publisher of the "Chicago Daily American," the fourth Postmaster of Chicago, was born in Binghamton, N. Y., Dec. 23, 1810, and came to Chicago in 1835. On July 10, 1841, he was appointed Postmaster, by Postmaster-General Francis Granger, under President John Tyler's administration. He moved the postoffice into a brick building at No. 50 Clark Street. In 1844 forty-four mails were received and made up weekly at the Chicago Office. No letter carriers were then employed. There were no postal orders, postage stamps, envelopes or registered letters. The population of Chicago was 5,752. Postmaster Stewart was the first newspaper man to hold this office. An act was passed by Congress in 1845 repealing the act of 1816, and reducing letter-postage to 5 and 10 cents a letter, based on the distance letters were carried.

The fifth Postmaster of Chicago, Hart L. Stewart, was born in Bridgewater, Oneida County, N. Y., August 29, 1803. He received his appointment from President James K. Polk, April 25, 1845. The population of Chicago at that time was about 12,000. In 1844 he purchased the lot on the northwest corner of State and Washington Streets, now occupied by the Stewart Building, 90 by 91 feet, for \$360, paying for it in Canal scrip, and thought he had made a bad trade.

Richard Lush Wilson, sixth Postmaster of Chicago, was born in Albany, N. Y., in 1814, came to Chicago in 1834 and was appointed Postmaster by President Zachary Taylor on April 23, 1849, but was removed by President Fillmore on September 25, 1850.

The seventh Postmaster of Chicago, George Washington Dole, was born in 1815 in Troy, N. Y., was appointed Postmaster by President Millard Fillmore, Sept. 25, 1850, and moved the postoffice to Nos. 51 and 53 Clark Street, the present site of the Ashland Block. The receipts of the office in 1850 amounted to \$14,630, and the expenses to \$11,863. The population of Chicago then was 28,269. The Assistant Postmaster was Charles S. Dole.

Isaac Cook, who served the eighth and tenth terms as Postmaster of Chicago, was born near

Long Branch, N. J., on July 4, 1813, and came to Chicago in 1834. He was appointed Postmaster by President Franklin Pierce, March 22, 1853, and again by President James Buchanan on March 10, 1858. In December, 1854, complaint was made of insufficient space and that the clerks were overworked. During Cook's first term the postoffice was moved to the ground floor of 84 and 86 Dearborn Street, where it remained until the completion of the first Government Building in 1860, on the present site of the First National Bank, at the northwest corner of Dearborn and Monroe Streets, when it was again moved to that structure. This building was occupied by the postoffice and other Government offices and was burned in the fire of Oct. 9, 1871.

The ninth Postmaster of Chicago, William Price, was born in New York City, Nov. 15, 1821. He was appointed Postmaster by President James Buchanan, March 18, 1857, and served until March, 1858.

The eleventh Postmaster, John Locke Scripps, was born near Cape Girardeau, Mo., Feb. 27, 1818, and was appointed Postmaster by President Abraham Lincoln, March 28, 1861. The Postmaster-General, in a letter to the Postmaster of Cincinnati during Mr. Scripps's administration, spoke of the Chicago office as a model, with perfect discipline pertaining to all its affairs. Notice calling for payment of one cent postage on drop-letters was issued in accordance with an act of Congress, approved Feb. 27, 1861.

Samuel Hoard, Chicago's twelfth Postmaster, was born in Westminster, Mass., May 20, 1800, and was appointed Postmaster of Chicago by Abraham Lincoln, March 9, 1865. A. S. Reynolds was his Assistant Postmaster.

The thirteenth Postmaster of Chicago, Thomas Ogden Osborne, was born in Licking County, Ohio, was nominated by President Andrew Johnson and confirmed by the Senate as Postmaster, July 23, 1866; but, owing to his unwillingness to endorse the policy of the President, the appointment was withdrawn, and, later, he was elected Treasurer of Cook County.

Postmaster number fourteen, Robert Addison Gilmore, was born in New Hartford, Oneida County, N. Y., April 18, 1833. In the fall of 1866, President Andrew Johnson offered him the position of Postmaster, which was accepted on condition that he be permitted to retain his position as General Ticket Agent of the Chi-

cago, Rock Island & Pacific Railway. There were three divisions in the Postoffice at that time, viz.: City Delivery, Mailing and Registry departments, and but eighty-five carriers as the carrier system had but recently been inaugurated. Postage was three cents for mail letters and two cents for local. Mr. Gilmore was drowned in Lake Michigan, August 9, 1867, while engaged in his favorite pastime of rowing. A. S. Reynolds was his assistant.

The fifteenth Postmaster of Chicago, Francis Trowbridge Sherman, was born in Newton, Conn., Dec. 31, 1825. He came to Chicago in April, 1834, and in 1844, was appointed to a clerkship in the postoffice by General Hart L. Stewart. He was appointed Postmaster by President Andrew Johnson, August 27, 1867, to fill the vacancy caused by the drowning of Postmaster Gilmore. During his administration many improvements were introduced by the department, notably the free delivery system, the money order system and the railroad mail service.

Collins S. Squiers entered the service under Postmaster Hoard as Assistant Postmaster and occupied this position during five administrations, beginning with that of Sherman, and ending during the early part of Judd's administration in 1885.

Postmaster number sixteen of Chicago was Francis Ambrose Eastman, who was born at Littleton, N. H. In 1858 he came to Chicago, and on April 5, 1869, was appointed Postmaster by President U. S. Grant. After the second year of his incumbency, Chicago became the second postoffice in the United States. The business of the office was admirably conducted through the great fire of 1871. Premises were secured in Burlington Hall, northwest corner State and Sixteenth Streets, and afterwards in the Methodist Church Building, northwest corner of Wabash Avenue and Harrison Street. Before his appointment as Postmaster, Mr. Eastman served one term (1863-65) as representative in the General Assembly, and one term (1865-69) as State Senator.

John McArthur, the seventeenth Postmaster of Chicago, was born in the County of Renfrew, Scotland, Nov. 17, 1826, and came to Chicago in 1849. He was appointed Postmaster by President Grant, Dec. 18, 1872, and served until March, 1877. During his administration the postoffice was located in the Methodist Church Building, corner of Wabash Avenue and

Harrison Streets. The postoffice was burned during the second great fire of 1874, but its business went on uninterruptedly and the service was highly complimented by the citizens. New quarters were subsequently secured in the Honore Building, at the northwest corner of Adams and Dearborn Streets.

Francis Wayland Palmer, the eighteenth Postmaster of Chicago, was born at Manchester, Dearborn County, Ind., Oct. 11, 1827. He came to Chicago in 1872, was appointed Postmaster by President U. S. Grant in February, 1877, and served until July 1, 1885. In January 1879, the Honore Building on Dearborn Street, in which the postoffice was located, having been destroyed by fire, the basement of the Singer Building (now the Marshall Field & Company's retail store) was secured as a temporary shelter for the postoffice, and, without the loss of a single piece of mail, the removal of the office was effected and the ordinary business resumed. The Postmaster-General sent a letter of thanks to the Postmaster for the manner in which the work of removal and re-establishment of the office had been performed. Before the close of Mr. Palmer's administration the Government Building on the site of the one now in process of erection was completed and occupied.

The nineteenth Postmaster of Chicago was Solomon Corning Judd, who was born in Otis County, N. Y., July 21, 1827, and removed to Chicago in 1873. He was appointed Postmaster in May, 1885, by President Grover Cleveland and held the office until November, 1888.

Postmaster number twenty of Chicago was Walter Cass Newberry. He was born at Waterville, Oneida County, N. Y., Dec. 23, 1835, removed to Chicago in 1876, and was appointed Postmaster by President Grover Cleveland, Nov. 19, 1888.

The twenty-first Postmaster, James Andrew Sexton, was born in Chicago, Jan. 5, 1844. He was appointed Postmaster April 16, 1889, by President Benjamin Harrison. During the World's Fair of 1893 the pressure of business upon the office was extremely heavy, but its admirable administration proved fully equal to the emergency.

Washington Hesing, Postmaster number twenty-two, was born in Cincinnati, Ohio, May 14, 1849; came to Chicago in 1854, and was appointed Postmaster by President Grover Cleveland, Nov. 25, 1893. He resigned his posi-

tion, March 15, 1897, in order to become a candidate for Mayor of Chicago. He died in Chicago, Dec. 18, 1897. At the time Mr. Hesing became Postmaster there were fifty-seven independent postoffices within what are now the corporate limits of the city of Chicago. All of these were discontinued and merged into the Chicago Postoffice. During his term of office, on account of the extension of the city limits, the number of postal stations was increased from twelve to thirty-seven, sub-stations from twenty-four to fifty-eight, and stamp agencies from seventy to one hundred and ninety, and the number of square miles receiving free delivery service from seventy to one hundred and twenty-eight. The letter-carrier force was increased during the same period from 935 to 1,096 men; the clerical force from 998 to 1,319; number of daily deliveries from 2,878 to 3,714; daily collections from 570 to 1,007; letter-boxes from 1,987 to 2,827; package boxes from 50 to 244; and the receipts of the office from \$4,694.905.47 in 1893 to \$5,224,659.76 in 1896. While Postmaster, Mr. Hesing was largely instrumental in bringing about the passage of the act of Congress authorizing the erection of the new Federal Building on the block bounded by Adams, Dearborn and Clark Streets and Jackson Boulevard at an originally estimated cost of \$4,000,000.

CHARLES ULYSSES GORDON, Chicago's twenty-third Postmaster, was born April 3, 1865, in the village of Dunlap, Peoria County, Ill., the son of Andrew J. Gordon, a native of Surrey County, N. C. At sixteen years of age Mr. Gordon came to Chicago and entered Bryant & Stratton's Business College, a year later engaged as a teacher near Jamestown, Ind., after which, having completed his course at Bryant & Stratton's, on Jan. 1, 1883, he became cashier and bookkeeper for Stevens, Wilce & Co., lumber manufacturers, still later engaging in the real-estate business as head of the firm of Charles U. Gordon & Co., continuing until Jan. 1, 1896. March 19, 1897, he was appointed Postmaster of the city of Chicago by President McKinley, was confirmed by the Senate the same day, and assumed the duties of the office April 1, 1897, as successor of the late Washington Hesing, serving until April 1, 1901. Mr. Gordon was one of the organizers of the Marquette Club which he served as Secretary, and later as President. He was chosen Secretary of the Real Estate Board in 1890, is a member

of the Union League Club, and an enthusiastic supporter of the principles of the Republican party.

FREDERICK E. COYNE, present Postmaster of Chicago, and twenty-fifth in order of succession, was born in East Orange, N. J., Sept. 25, 1860, attended public school until his twelfth year, when the necessity of "making a living" having forced him into the field of labor, he was employed at odd jobs until his nineteenth year. Then starting west, he got as far as Kansas City on his way to Colorado, when his mother's sickness called him back to New Jersey. Stopping one day in Chicago on his return, he then determined if he should leave home again, he would locate in that city, which he did in 1883. For a time he earned his living driving a milk-wagon, but later engaged in the lunch-counter business on a small scale, which by shrewd business management has grown into the present large bakery business conducted by him, besides two restaurants on Madison and Lake Streets. Mr. Coyne entered politics by way of recreation, and his rise in this field has been due to the application of the same principles that won success for him in business. His knowledge of men, clear judgment and sound methods made him a successful organizer and leader in local and State politics. While he has never held an elective office, his influence was potent in the first McKinley campaign, and the President, seeking a man of ability and business capacity, in 1897 appointed Mr. Coyne Collector of Internal Revenue for the Chicago District. The collection of the increased taxes consequent upon the Spanish-American War made the position one of more than ordinary difficulty. The business of the office increased from over \$5,000,000 in 1898, to more than \$14,000,000 in 1899, and the accounts of the Chicago office balanced to a cent—a record probably not equaled by any other large district in the country. So thorough was Mr. Coyne's administration of the Government business, that it was the occasion of special recognition by President McKinley. In April, 1901, President McKinley appointed Mr. Coyne Postmaster of Chicago as successor to Mr. Gordon, and he was reappointed by President Roosevelt on the assembling of Congress in December following.

His application of those business methods and attention to detail that brought success in the bakery business and the collection of Gov-

ernment revenue, is operating to the advantage of the Chicago Postoffice. Through conditions for which no one can be criticised, the Chicago office was in social and material disorder when Mr. Coyne took charge of it; but through his skillful management the postoffice family of 4,000 employes are in business harmony and, for the past fourteen months, there has been a daily "clean up" of postoffice work. In 1886 Mr. Coyne married Miss Pauline Niehaus, of Chicago, and five small Coynes have been added to the family purse.

The following is a list of employes at the head of different departments of branches of the service under the present incumbent:

Secretary of Postmaster....	Eugene B. Fletcher
Assistant Postmaster.....	John M. Hubbard
Auditor	John Matter
Superintendent of Mails.....	F. H. Galbraith
Superintendent of Delivery..	Leroy T. Steward
Superintendent Registry Division.....	
.....	Perry H. Smith, Jr.
Superintendent Money Order Division.....	
.....	Joseph B. Schlossman
Superintendent Inquiry Division.....	
.....	John T. McGrath
Superintendent Second-class Matter.....	
.....	Paul Hull
Superintendent Bureau of Printing and Supplies	James N. Brady
Cashier	Theron W. Bean
Topographer	Lester J. Barr
Secretary Civil Service Board....	Peter Newton
Postoffice Inspector (in charge).....	
.....	James E. Stewart
Superintendent Sixth Division Railway Mail Service.....	E. L. West

The pneumatic tube service connection with the Chicago Postoffice was formally opened in August, 1904. The first matter to be received through the tubes was a silk American flag. The first letter to pass through the tubes was addressed to President Roosevelt. After the first batch of mail had been sent through the bore, the system was formally turned over to the Government and was accepted on behalf of the Federal authorities by Postmaster-General Payne. The system consists of nine miles of brass tubes through which bags of mail are transported by compressed air to various stations, including those located at all railway depots. The system here is said to be the largest thus far installed in the United States,

but will undoubtedly be largely extended as required by the growing business of the office and as its value is demonstrated by its practical use.

From the days in which Postmaster Bailey carried his weekly supply of letters in his hat to the laying of the corner-stone of the magnificent steel and stone structure in which the Postoffice is to be housed, seventy-two years have elapsed and there are now employed in its service more than twice as many people as there were residents of Chicago at the time the first postoffice was opened.

The expenses of the office in 1886 were \$350, and its commissions for the same year were \$2,-148.29 exclusive of the salary of the Postmaster. In comparison, the following statistics from the report of the fiscal year ending June 30, 1904, will indicate the growth of business in the office:

Receipts for fiscal year, ended June 30, 1904.....	\$10,056,237.58
Expenditures for fiscal year, ended June 30, 1904.....	3,598,772.48
Surplus for fiscal year, ended June 30, 1904.....	6,457,465.10
Total area of Chicago Postal district (square miles).....	190.26
Area of free delivery district (square miles)	187.00
Size of present office building (feet)	240x523
Number of Clerks employed in general office	2,076
Number of Clerks employed at stations	354
Number of Clerks detailed at street railway offices	40
Number of Carriers.....	1,526
Carriers detailed to collection service	303
Total number of deliveries per day.	4,044
Total number of collections per day	2,315
Number of free-delivery stations..	45
Stations without carriers.....	5
Number of substations.....	205
Annual rent paid for stations.....	\$ 78,207.40
Annual cost of substations.....	14,238.78
Despatches from General Postoffice to stations (daily).....	418
Despatches from stations to General Postoffice (daily).....	463

Total number of exchanges between stations (daily).....	539
Number of street railway postal cars	13
Number of canceling machines....	45
Number of letter boxes.....	3,944
Number of package boxes.....	672
Number of horses employed in collection service	275
Number of wagons employed in collection service	239
Number of horses employed in messenger service	130
Number of wagons employed in messenger service	81
Number of drivers employed in messenger service	90
Car fare allowance, per annum....\$	26,000.00
Yearly cost of messenger service..	108,350.00

The Postoffice now (1904) occupies temporary quarters in a two-story brick building in Grant Park, facing Michigan Avenue between Randolph and Washington Streets, and having a frontage of 457 feet, by 220 feet in depth, originally with a floor space of 144,132 square feet, which has been increased by subsequent additions by about 3,000 square feet. Here the office will remain until the building, now in process of construction on the site of the old building on the square bounded by Adams, Clark and Dearborn Streets and Jackson Boulevard, shall be completed. Besides the space mentioned as occupied in the central office building, there are, in different parts of the city, 46 free-delivery carrier stations, besides five other stations and 205 sub-stations, increasing the total area occupied for postal service in all parts of the city by perhaps one hundred per cent.

The corner-stone of the new Postoffice Building, now in course of construction, was laid with imposing ceremonies October 9, 1899. The main building rises to a height of eight stories above the basement, with an additional height of eight stories in the great dome, making a total of sixteen stories in the central portion. The original estimated cost was \$4,000,000 (not including furnishings), which will be increased by changes somewhat. The building occupies the entire block, and will have an aggregate floor-space of over 300,000 square feet, to which material additions will probably be made in basement and subways. It is now promised

that the upper stories of the building, which has been in process of construction for over five years, will be ready for occupancy by July 1, 1905, the completion of the portion of the building to be used for the postoffice being delayed in consequence of changes in construction some months later.

CHAPTER XXVII.

CHICAGO FIRE DEPARTMENT.

HISTORY OF ORIGIN AND PROGRESS OF FIRE DEPARTMENT—FIRST VOLUNTEER FIRE COMPANY ORGANIZED IN 1832—EARLY METHODS OF FIGHTING FIRES—FIRST CHICAGO FIRE IN 1834—LOSS CONTRASTED WITH THE FIRE OF 1871—EARLY VOLUNTEER FIRE ORGANIZATIONS—LIST OF CHIEF ENGINEERS—PAID FIRE DEPARTMENT ORGANIZED IN 1859—CHIEF MARSHALS, 1859-1904—PRESENT ORGANIZATION OF DEPARTMENT—OUTFIT AND VALUE OF FIRE APPARATUS, BUILDINGS AND OTHER PROPERTY—THE FIRE-BOAT SERVICE—A GREAT FIRE TRAGEDY—THE IROQUOIS THEATER DISASTER OF DECEMBER 30, 1903—HISTORY OF THE FIRE ALARM SERVICE.

The first fire company in Chicago, called the Washington Volunteer Company, was organized in 1832, "under an act passed by the State Legislature in 1831, conferring power on Town and Village Trustees to organize Fire Companies, the membership to be limited to thirty and exempt from military duty except in time of war," but as Chicago did not have a dozen buildings, and was not even a town, the Washington Volunteers were not incorporated and never owned any apparatus. They are only a memory of the past, as only three names have been handed down to posterity, viz: J. J. Gilluffy, Secretary, and "high privates" A. V. Knickerbocker and H. Williams. They did nothing but hold meetings until the spring of 1833. The town of Chicago was incorporated in August, 1833, and contained 250 inhabitants. Estimates for the year 1904—71 years later—give it about 2,000,000. The first fire ordinance was passed November 6, 1833, prohibiting passing stove pipes through roofs, partitions or

sides of the building, unless protected from contact with the wood by at least six inches of two sheets of iron. To enforce this prohibition a "Fire Warden" was necessary, and Benjamin Jones was the first to hold that office. When in September, 1834, the town was divided into four wards, a warden was appointed for each division, viz: W. Worthington, First Ward; E. E. Hunter, Second; Samuel Resague, Third, and James Kinzie, Fourth. These officials were charged not only with the enforcement of the ordinance, but also with the supervision and direction of the action of such citizens as might respond to an alarm of fire, which was then given only by the human voice. The pecuniary emoluments of the position were confined to a per diem stipend for the examination of tenements, on the first Monday of each month, with a view to ascertaining whether the stove-pipes were properly protected.

The first fire in Chicago, of which any report had been preserved, occurred at the corner of Lake and La Salle Streets, October 7, 1834, at 10 o'clock A. M., which was just 37 years to a day before the first part of the great fire of 1871 took place. The citizens hurried to the scene of the first conflagration with a promptness worthy of commendation, and, by their exertion, succeeded in arresting its progress after four buildings had been destroyed, although the wind was very high at the time and threatened the destruction of several of the surrounding buildings. The combined loss amounted to \$2,230, including \$230 in money—\$125 being "Jackson money" found in the ruins, and the balance "rag currency," which was destroyed. This seems an insignificant blaze compared with the great conflagration of 1871, when the total number of buildings destroyed was about 20,000 the property loss \$350,000,000, and nearly 300 lives sacrificed. The fire of 1834 was started by a coal dropping from a shovel while being carried from one building to another.

For the want of suitable officers to take charge of and oversee in case of fire, it was found that protection at that time was inadequate in case of emergencies. Two days later the Board of Trustees ordered the fire wardens to wear badges of office, authorized them to summon bystanders to their assistance—somewhat after the manner of a Sheriff's posse comitatus—and making each warden a temporary "chief" in his own ward. This excitement and zeal caused the imposition of a fine (for the

first time) for a violation of the "stove-pipe ordinance." The amount of the penalty is not known, but the name of the unlucky culprit was "Mrs. Hopkins," and she owed her misfortune to the zeal of fire warden No. 2. The next action of the Trustees was the passage, on Nov. 3, 1834, of another "fire ordinance" prohibiting the conveying of "fire brands or coals of fire from one building to another, within the limits of the town, unless in a covered earthen or fire-proof vessel." The penalty attached to each violation was a fine of five dollars, which might be imposed by any Justice of the Peace, which ordinance, as passed, was attested by the signatures of John H. Kinzie, President of the Board, and E. W. Casey, "Clerk, pro tem." Meanwhile the town's provisions against fire remained ridiculously inadequate to the wants of a rapidly growing community, and for the want of proper appliances, the work of the citizens, and later of the volunteer department, was very often unsuccessful, and dangerous.

The "Chicago Democrat" is authority for the assertion that, in May, 1835, there was "not even a fire bucket" in the town, but, on September 19, 1835, the Board of Trustees pledged the credit of the corporation for the purchase of two engines of the pattern to be selected by the President, W. B. Ogden, as Agent. On October 7, 1835, the Trustees ordered two "fire hooks" with chains and ropes, two "ladders" 16 feet long, four "axes" and four "hand saws," at an expenditure of \$29.63.

On the same date the "Pioneer" Hook and Ladder Co. was formed, the first citizens to sign the roll being Philip F. W. Peck, Joseph L. Hanson, Joseph Meeker and Jason McCord; other names were enrolled as follows: John L. Wilson, E. C. Brackett, John Holbrook, T. Jenkins, T. F. Spaulding, Isaac Cook, J. J. Garland, George Smith, J. K. Palmer, Thomas S. Ellis, John R. Livingston, Henry G. Hubbard, George W. Snow, Thomas J. King, N. F. J. Munroe, George W. Merrill, Samuel S. Lathrop, and Thomas S. Hyde. This action, however, was only tentative, and not until November 4, 1835, was the first Chicago Fire Department really organized. On that day an ordinance was passed making the Board of Trustees ex-officio Fire Wardens, and authorizing them to appoint a chief engineer with two assistants besides four additional fire wardens. The house to house inspection by the fire wardens was continued and every householder was required



D. J. Smearie

to keep "one good painted leather fire bucket" with the owner's initial painted thereon, for either fire-place or stove, provided he used only one. If he had more he must have two buckets under a fine of two dollars for each deficiency, besides the further sum of one dollar for each month that he shall neglect to provide himself with such bucket or buckets, after he shall have been notified by a fire warden so to do. There were many buckets, and in case of fire every man who owned one might be required to turn out, and work like a Trojan, under the supervision and instruction of the fire warden. Should he fail to respond he was liable to a fine of two dollars. This led to the formation of the first Bucket Company, which existed for five years. The only one of these original leather buckets known to be in existence hangs in the rooms of the Chicago Historical Society and bears the name of "C. Stose."

A new fire engine was received in December, 1835, the purchase being authorized in September of that year. The sellers, Hubbard & Co., kindly favored the corporation, by accepting its price, \$894.38, to be paid in two annual installments.

On December 12, 1835, the first Fire Company under the new ordinance was formed. It adopted the name of "Fire Kings, No. 1." The first signatures to the roll were those of H. G. Loomis, H. H. Magie, J. M. Morrison, W. M. Clarke, John Calhoun, Alvin Calhoun, W. H. Stow, C. Beers, Peter L. Updike, A. Gilbert and J. C. Walters. Its motto was "Pro Bono Publico," and its first officers were: S. G. Trowbridge, Foreman; H. G. Loomis, Treasurer; A. C. Hamilton, Clerk, and Ira Kimberly, Steward.

On December 17, 1835, Hiram Hugunin, President of the Board of Trustees, was made Chief Engineer, his first and second assistants being William Jones and Peter L. Updike. Owing to a feeling among the firemen that they should be allowed to select their own chief, Mr. Hugunin resigned his position February 17, 1836, being succeeded by George W. Snow of the "Pioneer" Hook and Ladder Company. The County Commissioners granted permission to erect an engine house on the public square, on La Salle Street, and to occupy the same without paying rent therefor for five years. The size of the building was 24 by 12 feet, and the members of the Company induced the Board of Trustees to promise that there should be a cistern, made of good pine lumber to hold two hogsheds of

water. The contract for the construction of the building was made with Levi Blake in December, 1835, and was completed in 1836.

CHIEF ENGINEERS CHICAGO VOLUNTEER FIRE DEPARTMENT.—1835, Hiram Hugunin; 1836, George W. Snow; 1837, John M. Turner; 1838, Alexander Lloyd; 1839, Alvin Calhoun; 1840, Luther Nichols; 1841-2, A. S. Sherman; 1843-6, Stephen F. Cale; 1847-8, C. F. Peck; 1849, Ashley Gilbert; 1850-1, C. P. Bradley; 1852-3, U. P. Harris; 1854, J. M. Donnelly; 1855-7, Cyrus McBride; 1858-9, Denis J. Swenie.

CHIEF ENGINEERS PAID FIRE DEPARTMENT.—1859, Denis J. Swenie; 1860-8, U. P. Harris; 1868-73, R. A. Williams; 1873-79, M. Benner; 1880-1901, Denis J. Swenie; 1901-04, William H. Musham; 1904, John Campion.

In September, 1841, the "Chicago Bag and Fire Guard Company" was organized. Its members were provided with wrenches, canvas bags and ropes, and the character of its paraphernalia probably suggested the sobriquet of the "Forty Thieves," under which cognomen it gave "swell socials" for five years, when it was disbanded and its members assigned to other companies. The names of the famous "Forty" were as follows: L. M. Boyce, D. S. Lee, W. H. Adams, J. C. Haines, L. P. Hilliard, J. Gross, J. W. Mitchell, W. Dunlop, W. M. Larrabee, Ira Couch, J. B. Wier, F. A. Howe, J. W. Streh, J. H. Ries, George Raymond, A. Follansbee, C. N. Holden, E. I. Tinkham, A. H. Burley, Sol Taylor, A. McClure, T. P. Robb, H. W. Stow, S. J. Surdam, H. W. Bigelow, Thomas George, R. F. Hamilton, A. E. Fuller, P. C. Sheldon, I. S. Harbley, E. R. Rogers, C. R. Vandercock, E. C. Hall, J. C. Hodge, W. S. Newberry, J. H. Burch, J. E. Davis, J. H. Dunham, E. Emerson and Luther Nichols. The first Foreman was T. P. Robb, and its last, L. M. Boyce.

In September, 1841, "Bucket Company No. 1" (the Neptune), was formed, and at first boasted of twenty-five members with headquarters at the foot of La Salle Street. In November, 1846, the Company was disbanded and its members formed an association known as the "Red Jackets," which Company became famous in the annals of the Volunteer Fire Department. Engine Company, No. 3, "Osceola," later the "Niagara," was organized November 24, 1844, with W. F. Foster, Foreman, and W. M. Larrabee, Assistant. The members were from the best society on the North Side, and "No. 3" was known as the "Kid Glove" Company.

In January, 1845, the Philadelphia Hose Company, No. 1, was organized, Jacob R. Johnson, Foreman. "Red Jackets, No. 4," were organized and in May, 1852, were made happy by the reception of a ten-inch cylinder and twelve-inch stroke engine built by L. Button & Company.

"Excelsior No. 5" was organized November, 1846, with A. S. Sherman, Foreman; "Rough and Ready Bucket Company No. 1" in January, 1847, with Charles Harpel, Foreman.

The "Firemen's Benevolent Association" was formed October, 1847, with S. F. Gale, President, and incorporated by the Legislature June 21, 1852.

"Hope Hose Company No. 2" was organized in March, 1848. The career of this Company was a brilliant one, and it was known as the "brag" Company, not only of Chicago but of the West. The crack companies of Alton, Springfield and other cities could never successfully cope with the "Hope" boys.

The "Garden City Engine Company, No. 6" was organized in August, 1849. In October, 1850, there was a "Fireman's Festival," an occasion much prized by the boys who "ran with the machine." Twenty-three Companies were in line, representatives being present from Buffalo, Detroit, Milwaukee, Racine and Kenosha. A dinner was given at the "Tremont House," and an attempt was made to engineer a torch-light procession, but the wind prevented its successful accomplishment.

"Lawrence Engine Company, No. 7," was organized in September, 1850, and re-organized in 1852 as the "Eagle." In December, 1851, "Hose Company, No. 3," was formed (called at first the "Lone Star," but afterwards the "Illinois"). December 22, 1851, "Phoenix Engine Company, No. 8," came into existence and was re-christened the "Cataract." Its members were mostly sailors, and during the season of navigation it was of comparatively little value. February, 1854, the "New Northern," subsequently known as "America, No. 9," was organized and in 1853, "Washington, No. 10."

An ordinance was passed July 23, 1855, dividing the city into six fire districts, two in each Division. The alarm was to be given by eight strokes of the bell, and the number of the district indicated by the additional strokes following. The bell first used for that purpose was that of the First Baptist church, which was the most resonant in the city; but in February,

1856, a large bell was hung in the new tower of the Court House. A watchman was also constantly on duty there to fling out his flags by day, or lanterns by night, in order to direct the firemen to the locality in which the flames had been discovered.

The rivalry between all the Companies constituting the Volunteer Department was intense if not bitter. In July, 1852, the "Red Jackets" went East. There was to be a grand tournament in Providence, and they were desirous of winning the first prize. On reaching New York, they learned that this tournament had been postponed. For a week they remained in that city the guests of the "Live Oaks." U. P. Harris, who was Chief of the Chicago Department at that time, was a member of the party, and largely through his exertions a contest was arranged between the visiting company and some of the New York companies. The New Yorkers regarded it as a piece of absurd presumption for an unknown Western organization to attempt to compete with the "crack" companies of the metropolis. The result, however, showed how well founded was their confidence. The contest ended in a complete triumph of the "Red Jackets," who received the hearty congratulations of their rivals. Horace Greeley, editor of the "New York Tribune," under date of July 5, 1852, said:

"The grand parade took place this morning and the spectacle was one truly magnificent. The citizens of Chicago, of course, furnished the most imposing part of it. I never witnessed anything so superb as the appearance of the fire companies with their ornamented engines drawn by led horses, tastefully caparisoned. Our New York firemen must try again; they have certainly been outdone."

The first steam fire-engine ever seen in Chicago was brought here from Cincinnati in 1855. The engine was known as the "Joe Ross," and on its first trial the engineer, through his own carelessness, succeeded in bursting the boiler, the result being his immediate death. The second contest, however, proved entirely successful. Subsequently a trial was arranged between the steamer and the hand engines of the Volunteer Department. Nos. 2, 8 and 10, succeeded in beating the new arrival. The steam-engine did not give satisfaction, and was later sold to the city of St. Louis.

It was the custom in those days for the members of the department to meet in convention to nominate candidates for the election to official positions in the Fire Department. Chief Cyrus McBride called such a convention for January 28, 1858, to be held in the South Side Market Hall. Three candidates were in the field: D. J. Swenie, Peter Casey and John Egan. The session was a tumultuous one, and many of the companies left the hall to meet in another convention at the same place on the following day. Mr. Egan received the nomination of the regular convention, but offered to effect a compromise with the Swenie faction by resigning in favor of U. P. Harris. This overture was not accepted, and the next day Mr. Swenie was nominated by the bolters with M. W. Powell for First, and L. Walters, Second Assistant. The other names upon the Egan ticket were John Shark, for First and Jacob Held, for Second Assistant. The Swenie ticket was elected.

On February 5, 1858, there was another test of a steam fire-engine, known as the "Long John," which occurred at the foot of La Salle Street, and the machine met with the approval of the experts and citizens generally. The members of the Volunteer Department were quick to recognize that this was a death-blow to their system.

Mr. Swenie had been recognized as the exponent of the idea of a paid Fire Department, and his election, at the time, engendered much bad feeling. On July 6, 1858, Engine Companies Nos. 4, 10 and 14, Hose Companies, Nos. 3 and 5, and Hook & Ladder, No. 3, met on Clark Street and, by way of defiant protest, marched down that thoroughfare headed by the "Great Western Band," and, after traversing the principal streets, assembled in the Court House Square, where a large crowd had collected. The Mayor was apprehensive of a riot and sent two hundred policemen to the scene. The arrest of the firemen for disorderly conduct was ordered and a precipitate fight followed, the machine being abandoned. About a dozen of the firemen were taken into custody, but were subsequently ordered released by the Mayor. The engines were taken to the Armory and locked up, while arrangements were made with special policemen to man them in case of fire. The engine and hose house were guarded by squads of police, as it was feared that a demonstration might be made against the new steamer.

No further trouble occurred, however, and the Council, on March 22, 1858, ordered the disbandment of the organization which had participated in the procession.

On August 2, 1858, an ordinance was passed organizing a paid fire department, which gave the Chief and Assistant Engineers full charge, with power to make all rules. The Board of Control consisted of the Mayor, the Chairman of the Council Committee on Fire and Water, and the Chief Engineer and Water Commissioner, who was to be chosen by themselves. The rules, when adopted, were to have the form of ordinances. Salaries were fixed as follows: Captain, \$200 per annum; Lieutenants, \$100 per annum; Engineers, \$600 per annum; pipemen, drivers and stokers, \$1.00 per day, and all others \$25 per month. Badges were to be worn and no engines to be used except such as belonged to the city. The number of men who were to compose the several companies was also regulated by the ordinance. A full company was convened in July, 1858, to operate the "Long John," which was installed in quarters on La Salle near the corner of Washington Street. The first members of this Company were as follows: Joel A. Kenney, Foreman; Alexander McMonagle, John McLean, Thomas Barry, Thomas O'Brien, William Mullen and James Quirk, Pipemen; Joel A. Prescott, Engineer; Robert Elleridge, Assistant-Engineer; Alvin C. King and Dennis O'Connell, Drivers, and John Farrel, Watchman.

Three more steamers were tried in September, 1858, on the lake shore at the foot of Washington Street. These were known as the "Atlantic," "Enterprise" and "Island Queen." The city already owned the first named, and the two latter, proving satisfactory, were purchased. In February, 1860, the "U. P. Harris" and "Little Giant" were added to the list. The Department also owned three hand-engines, two hose-carts and hook and ladder trucks. In 1859, U. P. Harris was again elected "Chief Engineer," his assistants being Darius Knight and James J. Langdon. Under the amended charter of February 16, 1865, the Fire Department was placed in the hands of a Board of Police and Fire Commissioners. Under this act, in October, 1865, the Council passed an amended ordinance defining new fire limits and adopting regulations for service. "The Fire Commissioners" were A. C. Coventry, John S.

Newhouse, and John Wentworth. The underwriters secured an amendment to the ordinance, and, in 1867, William James was appointed a member of the Board, as a special representative of the Insurance interest. In 1866 the department owned eleven steamers, two hand engines, thirteen hose-carts and hook and ladder trucks, and had 120 paid members, 126 volunteers and owned 53 horses. Within the next five years the hand engines had disappeared. The number of steamers had increased to seventeen. There were twenty-three hose-carts, 194 paid members, and 91 horses.

The report of Fire-Marshal Musham to the City Council of Chicago, December 31, 1903—seventy-one years after the first volunteer company was formed—shows wonderful growth. The apparatus of the Department includes 5 fire-boats, 2 water-towers, 102 steam fire-engines, 3 hand-engines, 23 chemical engines, 59 hose wagons, 30 hose carriages, 33 hook and ladder trucks (all kinds), 8 chemical extinguishers, 112 portable pumps, 207,491 feet of hose, 128 Siamese connections, 2, 3 and 4 ways; 30 one-horse wagons, 20 two-horse wagons, 127 fire cisterns, 19,922 fire hydrants, 1,847 miles of water mains, and 478 horses in service.

Value of fire apparatus.....	\$1,022,872.00
Value of buildings.....	753,800.00
Value of land	381,410.00
<hr/>	
Total value.....	\$2,158,082.00

There are 1,152 uniformed men in the present force, including the Fire-Marshal and Chief of Brigade, First Assistant Fire-Marshal and Department Inspector, Second and Third Marshal, Assistant Fire-Marshal and Department Secretary, Fire Inspector, Chiefs of Battalions Captains, Lieutenants, Engineers and Assistant Engineers, Pipemen, Pilots, Stokers and Watchmen, and seven not uniformed men including Chief Clerk and clerks, stenographers, superintendent of houses and hostlers.

In addition there are three volunteer companies located at Riverdale, Hansen Park, Norwood Park and Mt. Clair, numbering 63 men who are furnished supplies and apparatus, and make reports to the department.

The expenses of the department for 1903 were \$1,699,162.37, as against \$336,700.66 in 1870.

FIRE-BOAT SERVICE.—Owing to a large fire occurring in the lumber district on the South

branch of the Chicago River on May 8, 1885, resulting in an estimated loss of \$421,000, the lumber merchants earnestly demanded better protection, and it was largely due to this fact that, about Sept. 1, 1885, the first river fire-boat was placed in service. This was chartered by the members of this line of trade, and was known as the iron tug, "Alpha"—they furnishing the fuel, while the city paid the salaries of the men employed upon her. Although poorly adapted to the purpose for which she was designed, the valuable service rendered by this boat at another large fire in the same district on Sept. 25, 1885, demonstrated the great value of such an addition to the Department's equipment. In January, 1886, the Council passed an order authorizing the construction of a fire-boat, and officials of the department visited New York, Brooklyn and Boston, with a view to examining this description of fire service in those cities. Upon their return steps were taken for the construction of the proposed craft, which was launched on July 26, 1886, christened by the appropriate name of the "Geyser," and placed in commission Nov. 29, 1886. The total cost of the boat was \$39,000, which has proved to be a judicious investment.

The "Alpha" having been found unsatisfactory for fire-service, on Dec. 6, 1886, the Council authorized the purchase of the powerful tug "W. H. Alley" to take its place. The pumps were transferred from the "Alpha" and on Dec. 31, 1886, the "Alley" was put in commission. In the latter part of 1887 she was overhauled and the old pumps replaced by two new, and more powerful ones, and her name changed to the "Chicago."

There is now lying at the dock at the foot of La Salle Street another evidence of the remarkable strides that have been made by Chicago in public improvements. Instead of the little tug "Alpha," we find the magnificent fire-boat "Illinois," which is the most powerful and complete of its kind in the world, and was placed in commission Jan. 14, 1899, at a cost of \$125,000.

The "Illinois" has a capacity of 287 gross tons, which is 44 tons greater than that of the fire-boat "New Yorker," which was the largest in the world. The length of the boat is 118 feet with a 26-foot beam. The hull is built of steel plates five-eighths of an inch thick, with three plates forward and three plates aft, mak-

ing a thickness of nearly two inches, and having 12 water tight compartments with a draft of eleven feet. There are two 800-horsepower boilers, with two injectors for putting the water in the boilers, and two pumps (10x12x5½) for the boilers. One hundred and forty pounds of steam is carried. There is one 1,000-horsepower steam propelling engine, and a trimming tank for fresh water for the boilers, with a capacity of 16,128 gallons or 60 tons. The steering gear furnished by the Globe Iron Works, was shown at the World's Fair, and is the only one of the kind in the world being propelled by steam and interchangeable to hand-gear, also having a steam fire-whistle. The water is delivered naturally to the base of the pump, and discharged through an 18-inch pipe, which envelopes the entire boat. The smoke-stack is also lowered by steam power.

It has three sets of fire pumps (size 17x11x10), the same as steam fire engines, which deliver the water through fourteen foot three and one-half inch ports, which can be divided so as to give twenty-eight streams of the size used by steam fire-engines, and a capacity of 14,000 gallons per minute, with 5,000 feet of 3½-inch hose, besides a supply of regular size fire-engine hose, and nozzles from 4½ to 5½ inches. The two stand-pipes can be made to revolve and change to any direction required, and will deliver 10,200 gallons of water per minute. A 10-horsepower dynamo furnishes 100 incandescent electric lights, and the bath-room is fitted up in the most modern style.

The "Illinois" is also the fastest running fire-boat ever made, capable of making eighteen miles per hour without straining her, and giving another proof of the old adage, that "whatever belongs to Chicago and her institutions can't be beat."

THE IROQUOIS THEATER FIRE.—Not since the conflagration of 1871 has Chicago witnessed such an appalling loss of life as occurred at the destruction of the Iroquois Theater, on the afternoon of December 30, 1903. The theater was filled with a holiday crowd, consisting principally of women and children, the play being a spectacular performance called "Mr. Bluebeard." The fire is supposed to have originated from an arc-lamp (called a "flood light") on the stage, which ignited the flimsy scenery during the second act. The ventilators in the roof above the stage were closed, and, when

the doors upon the stage were opened by members of the company in their efforts to escape, the flames, heat, smoke and generated gases were forced out into the audience room. Numbers perished instantly by suffocation, many being found still in their seats. Others, hindered in their egress by the confusion resulting from the panic, were burned, suffocated, or trampled to death.

The Fire Department was upon the scene within two minutes after the receipt of the alarm, but in that short time most of the lives had been sacrificed. The total fatality record was 582. Within thirty minutes from its inception the fire was extinguished. The damage to the building was comparatively slight, amounting to about \$50,000 on furnishings and refinishing. One hundred and four persons were rescued by members of the Department.

FIRE-ALARM SERVICE.

In the early days of Chicago, as the majority of the inhabitants had good lungs, the alarm for a fire was given by a shout from the one who discovered it. Later the bell on the church, situated between Dearborn and Clark Streets on Washington Streets, was rung in case of fire. In 1850 a bell was placed in the dome of the Court House, another in the tower at Twelfth and State Streets, with others at Blue Island Avenue and Harrison Street, Milwaukee Avenue near Chicago Avenue, Dearborn Street near Chicago Avenue, and on the North Market Building. When a fire occurred the nearest bell was struck eight times continuously, and then the number of times for the district. There were six districts; two each on the South, North and West Sides. The first district was located east of Clark Street.

In the daytime the watchman in the Court House Tower would wave the flag in the direction of the fire and, at night, hoist red lamps for the number of the district; but not until 1858 did the authorities wake up to the idea that Boston was ahead of us in regard to a fire-alarm telegraph, by adopting the invention of Dr. Channing of that city, who was represented here by J. N. Gamewell (assignee of the Channing patent), and who first exhibited that system for the use of the Fire Department in the Council Chamber, which was thrown open to the public during certain hours of the day. D. J. Swenie was at the time Chief of the Fire Department, and he urged the immediate adop-

tion of the system. Owing to timidity on the part of the tax-payers, however, no definite action was taken until May 18, 1863. Meantime the Civil War had broken out, and Mr. Gamewell (who was a native of South Carolina, and in Charleston constructing a fire-alarm system for that city when Fort Sumter was fired upon) elected to cast his fortunes with his native State. Former employes of his—notably John F. Kennard and William H. Mendell, of Boston—in order to preserve the Channing patents in their entirety, bought them at a confiscation sale in Washington before the close of the first year of the war, and organized the firm of J. F. Kennard & Co., and proceeded to exploit the fire-alarm service wherever they could induce cities to adopt it.

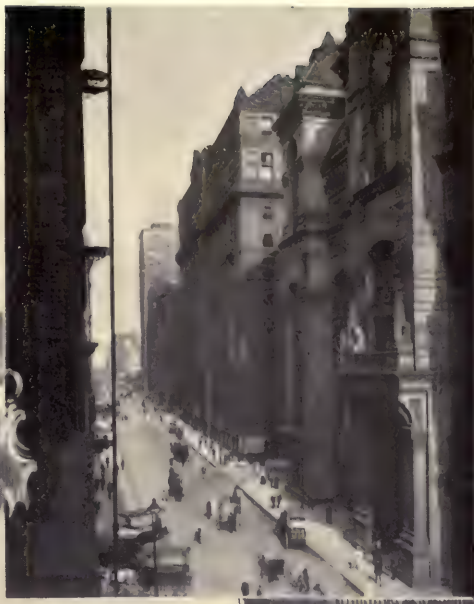
In 1863, as above mentioned, the Common Council of Chicago passed a resolution looking toward ascertaining the cost of constructing such a telegraph. In 1864 a contract for its construction was awarded to W. H. Mendell, of the firm of John F. Kennard & Co., Mr. Mendell having been interested in the construction of the system in other cities. The contract price was \$70,000, and the system embraced the following apparatus: 125 miles of wire, 106 boxes; 14 engine-house gongs; 6 electric tower bell strikers; 6 instruments for police purposes, and the necessary office fixtures. On June 2, 1865, the system was formally turned over to the city and pronounced to be in perfect working order. The first test proved to be entirely satisfactory, and the bells were superseded by this invention, excepting the Court House bell, which remained until the fire of October 8, 1871.

Since the introduction of the system, many improvements have been made in the apparatus. The central office was originally located in the dome of the old Court House, from which radiated a network of wires to the tops of the buildings which surrounded the Public Square. The operating officers consisted of E. B. Chandler, Superintendent; John P. Barrett and William J. Kirkman, operators; and Alfred Ranous, repairer. Mr. Chandler continued to be Superintendent for eleven years, when he resigned the office to accept the General Western Agency

of the Gamewell Fire-Alarm Telegraph Company, in the spring of 1876, and was succeeded as Superintendent by John P. Barrett, on the 1st day of May, 1876. The system suffered severely in the great fire of October, 1871, but the telegraph corps, under the direction of Superintendent Chandler, worker with such energy that, on the evening of October 11, 1871, with instruments secured wherever possible and altered to suit their needs, the Western Division lines, embracing nearly one-half of the entire system, were ready for service and, by the end of the week, connection was completed with as much of the system in the South Division as had escaped the flames. In 1872 a four-wire Ke-rite cable was laid, fifty feet under the South Branch of the Chicago River, at Archer Avenue, through the brick tunnel which contains the water-main, and a six-wire Ke-rite cable was laid in the water-pipe tunnel under the Ogden slip at Division Street. In connection with the Telegraph Company a cable was laid under the North Branch, at Clybourn Place, two wires of which belonged to the fire-alarm system. In 1873 a four-wire Ke-rite cable was laid from the water-works crib in the lake, through the new tunnel before the water was admitted (a distance of three miles), while other additions and improvements were made in the fire-alarm system. In October, 1877, John P. Barrett laid the first Ke-rite cable along Cass Street between Superior and Erie Streets. This was the first underground cable that was not laid in the water-pipe tunnels or through water-mains.

In 1885 and 1886 the telegraph system was materially improved by the erection of new aerial lines, the laying of underground wires and the placing of new fire-alarm boxes.

The Superintendents of the Fire-Alarm Telegraph have been: Edward B. Chandler, 1865-76; John P. Barrett, 1876-97; and then Edward B. Ellicott, who still remains in charge of the Department. The signal, or alarm system (by telegraph or telephone), has been improved year by year, until it has reached a degree of efficiency unsurpassed by that of any other American city.



CHICAGO THOROUGHFARES.

CHAPTER XXVIII.

MUNICIPAL LIGHTING.

FIRST ATTEMPT AT ILLUMINATION AT OLD FORT DEARBORN—PROGRESS OF ONE HUNDRED YEARS—FROM THE PINE-KNOT TO THE ELECTRIC LIGHT SYSTEM—ELECTRIC LIGHTING INTRODUCED IN 1887—HISTORY AND EQUIPMENT OF CENTRAL STATIONS—AGGREGATE COST OF THE ENTIRE MUNICIPAL LIGHTING SYSTEM—POLICE AND FIRE ALARM TELEGRAPH SERVICE.

In the year 1805, Captain Whistler, commanding the troops at the first Fort Dearborn, ordered a beacon made from a pine-knot to be lighted nightly near the main entrance of the fort to guide aright the steps of returning hunters. This was the first attempt at illumination for public benefit within the present limits of the city of Chicago. In less than one hundred years, Chicago, with its multitude of brilliant electric lamps, and its far-reaching lines of gas-jets, now possesses the most elaborate system of street illumination under municipal control in the whole world. When Captain Whistler wished to communicate with the settlers who had built their cabins at "Hardscrabble," situated near the present thoroughfare of Archer Avenue, he dispatched a soldier courier who made his difficult trip over slough, bog and prairie, and thought himself lucky if he could return an answer to his chief within the space of twelve hours. Today, the policeman who stands guard at Rush Street bridge (adjoining the site of old Fort Dearborn) steps into the barge office, makes a wire connection and, within the space of thirty seconds, has delivered a message to, and received an answer from the Harbormaster on duty far up the south branch of the river, near the place where the Hardscrabble settlers lighted their first camp-fire. Chicago not only possesses the most elaborate street illumination under municipal control in the world, but also has a more complete telephone and telegraph system, under its own management, than is possessed by any city at home or abroad. The lighting, fire-alarm, police telegraph and telephone facilities of Chicago have grown like

the great city itself, from the humblest beginnings.

The father of the plan of gradually placing the lighting of Chicago in the hands of the city itself, was the late ex-Mayor John A. Roche. The practicability of Mayor Roche's scheme so soon became manifest that it was shown that it would be but a question of a few years when the city would become the producer and controller of all its lighting facilities. From the year 1864, when the first fire-alarm telegraph apparatus was installed in Chicago, until the month of January, 1898, everything electrical in Chicago under municipal control was in charge of the Superintendent of the Fire-Alarm Telegraph, owing to the growth of the electric street lighting plants, and the fire and police telegraph lines were so wide-spread it became necessary to form a new branch of the City's service, which was known as the "Department of Electricity."

Edward B. Ellicott was appointed City Electrician July 1, 1897. The Department consists of the Bureau of Municipal Lighting, Fire-Alarm Telegraph, Police Telephone and Signal, Electrical Inspection, Gas-Lighting and Repairs. The City possesses, today, three electrical power-houses located respectively, at Wentworth Avenue and Sixty-third Street, at Lincoln and Rice Streets, and at Halsted Street and Blue Island Avenue, which are equipped in every particular with the most modern appliances, having a total capacity of 5,850 street arc-lamps of 2,000 candle power each, and 5,400 horsepower engines installed. There were in use December 31, 1899, 3,502 arc-lamps and, on December 31, 1900, 5,675 arc-lamps, 850 incandescent, 25,044 gas-burners and 4,478 gasoline lamps.

The following table shows the cost per mile for lighting the streets during 1899, and a comparison of the different illuminants used is also given. When electric lights are used the streets are much better lighted than those on which other illuminants are used; but, without taking the question of light into consideration, the comparison is favorable to electric lighting.

In 1899. In 1900

Miles of streets lighted by gas.....	713	725
Miles of streets lighted by gasoline..	327	340
Miles of streets lighted by electric light	270	
Total miles lighted.....	1,310	

Cost of gas lighting per mile (\$20 per lamp)	\$784.60
Cost of electric lighting per mile.....	567.45
Cost of gasoline lighting per mile (27.60 with mantel)	442.48
Average cost per mile of street lighting..	654.48

HISTORY OF MUNICIPAL STREET LIGHTING BY ELECTRICITY. (1887-1901).

The first power house was located in the basement of Chemical Engine House No. 1, corner of Washington and Clinton Streets. The first machinery consisted of four low-tension 30-light Western electric dynamos, and one each 150 horsepower Buckeye engine, and 150 horsepower Porter boiler. (The engine and boiler are now in service at the Fourteenth Street Lighting Station). The first one hundred lights were placed on both sides of the Chicago River from Rush to Twelfth Streets, and were started December 25, 1887, and the plant remained in that location for one year until removed December 31, 1888, to Truck House No. 2 on Jefferson near West Van Buren Street, which was made a powerhouse and the capacity increased to 300 lights. After one year the plant was removed to Throop Street, between Congress and West Van Buren, and the capacity having been increased to 1,000 lights, it was started March 17, 1889. This plant was run for about six years, until the Metropolitan Elevated Railroad Company bought the real estate for use of that company. The Rice and Lincoln Streets plant was started April, 1889, and the Chicago Avenue and Sedgwick Street plant February 22, 1889. The Fourteenth Street Station was started December 25, 1890, and the machinery from Jefferson Street having been moved to the Fourteenth Street Station, is still in service there.

RICE AND LINCOLN STREETS STATION.—The plant at this station began running April, 1889. The building is 100 feet long, 95 feet wide, 28 feet clear of the trusses in the engine room and 18 feet clear of the trusses in the boiler room. It is built of brick with iron trusses, a slate roof on the engine-room and an iron roof on the boiler-room, with cement floors in both rooms, making it practically fire-proof. The engine room is 80 feet long, by 50 feet wide, and the boiler room 93 feet long by 40 feet wide. In addition to these there are coal storage and supply rooms located in the rear of the building.

In the engine room there are installed two 700-horsepower Elmes marine type of engines, directly connected to each end of the line shaft. These engines are vertical, cross-compound, condensing, and economical results have been obtained from their use. The shaft between the engines is mounted in ball socket, self-aligning bearings, and equipped with the necessary friction clutches to cut out each engine, if so desired. There are 72x18-inch solid hub wood rim pulleys, mounted on the shaft for driving the dynamos.

The electric equipment consists of:

- 9 150-light Western Electric dynamos.
- 5 100-light Brush dynamos.
- 1 marble switchboard.

The dynamos are all of modern type, in excellent condition, and operate 1,850 arc-lights.

The boiler room is provided with two Aultman-Taylor water-tube boilers, each having a capacity of 500-horse power and four return-tubular boilers equipped with Roney stokers, each boiler having a capacity of 100-horse power. To these boilers are attached two feed-water pumps, each having a sufficient capacity to supply all the boilers. The boilers are connected to a brick stack 175 feet high and 96 inches in diameter. Each engine is equipped with a 1,000-horse-power syphon condenser, and to these condensers is connected a pump of sufficient capacity for the purpose of supplying them with water in the event of the city pressure being too low.

The steam piping is all new, of double strength and properly covered with a first-class quality of steam-pipe covering. The station is thoroughly equipped with a gravity oiling system and provided with oil filterers, by which means the oil is used several times.

HALSTED STREET STATION.—This station commenced operating October 9, 1894. The building is 208 feet long, by 50 feet wide, 25 feet clear of trusses in both engine and boiler rooms. It is built of brick, with iron trusses, a tile-roof and cement floor, making it as nearly fire-proof as a building can be. It is divided into two rooms; the engine room, 142 feet long, by 46 feet 6 inches wide, and the boiler room 39 feet long, by 46 feet 6 inches wide. In addition to the above there is a supply room located in the rear of the building.

In the engine-room there are installed two 600-horse-power Corliss type of engines, belted

to a line shaft, and one Elmes marine type of engine of 800-horse-power, directly connected to the line shaft. These engines are all vertical, cross-compound, condensing, and economical in operation. A counter-shaft extends the full length of the engine room and is mounted in ball and socket with self-aligning bearings, equipped with friction clutches to cut out each engine, and to divide the shaft into two equal parts if so desired. There are 18 pulleys mounted on the shaft for driving the dynamos.

The electrical equipment consists of:

4 100-light Western Electric dynamos.

2 100-light Brush Electric dynamos.

10 150-light Western Electric dynamos.

1 Marble switchboard.

1 50-light 110-volt T. H. dynamo (incandescent).

1 alternating Westinghouse 800-light incandescent (for use at City Hall, saving to the City between \$200 and \$300 per month).

The arc-dynamos are of the latest and best type made and in excellent condition, with a capacity of 2,100 arc-lights.

The boiler room is provided with two Heine water-tube boilers, one Aultman-Taylor water-tube boiler, and one Garry boiler, each 500-horse power capacity. To these boilers are connected two feed-water pumps, each of sufficient capacity to supply all the boilers. Each engine is equipped with a syphon condenser of 1,000-horse-power capacity. To these condensers there is connected a pump for the purpose of supplying water in case there is a lack of pressure from the city mains. The feed-water heater receives the exhaust steam from all the pumps, and the feed-water for the boilers is passed through the heater for the purpose of increasing the temperature of the water before it reaches the boilers. The steam piping throughout the plant is in excellent condition, having been refitted during the past year, and, wherever necessary, new double strength pipe has been put in. It is covered throughout with a first-class quality of steam pipe covering. The station is thoroughly equipped with a gravity oil-system and provided with oil filterers by which means the oil is used several times.

ROBERT A. WALLACE STATION, Sixty-fourth Street and Wentworth Avenue, commenced running April 6, 1900. The building is 178 feet long, by 44 feet wide, 20 feet clear of trusses in the engine room and 23 feet clear of trusses in the boiler room. It is built of

brick with iron trusses, tile-roof, cement floor, and is thoroughly fire-proof in every way.

The engine room is 100 feet long, by 42 feet wide. In the engine room there is installed one 800-horse power Elmes marine type of engine, directly connected with the line shaft, and provision has been made for two additional engines of the same capacity. The engine installed is vertical, cross-compound, condensing, of the same general type as installed at Rice and Lincoln Streets. The counter-shaft is mounted in ball sockets, with self-aligning bearings, and equipped with friction clutch where it is connected to the engine. There are four pulleys mounted on this shaft for driving the dynamos. There is also one Westinghouse 800-horse power engine, which went into service March 1, 1901.

The electrical equipment consists of nine 160-light Brush General Electric Dynamos.

Five of the above dynamos are run on a continuous shaft, so that each dynamo can be disconnected one from the other if desired. The dynamos are of the latest and best type made, and are in excellent condition. There is also one marble switch-board.

At the present time the boiler room is provided with one Heine water-tube boiler of 500-horse power capacity, which is connected to a brick stack 175 feet high and 96 inches in diameter. The boiler is equipped with a McKenzie mechanical stoker and smoke consuming device. In addition to the above there are in use two 500-horse power Garry boilers, and feed-water pumps of sufficient capacity for supplying four boilers of 500-horse power each are installed. Each engine is equipped with a 1,000-horse power syphon condenser (Baragwanath). The steam piping is all new, of double strength and covered with a first-class quality of steam-pipe covering. It is intended to operate at least 2,000 lights from this station; 1,200 lights are now in use.

COST OF OPERATING ARC LIGHTS (1899).

The following statement gives the different items of expense involved in the operation of the municipal lighting plants, three of which were operated during the year. A stipulated sum is appropriated each year for operating the plants, and as no amount is set aside for replacing worn-out machinery (commonly known as "depreciation"), it has been necessary during the year to charge to operating

expenses such amounts as were necessarily paid out for renewing any part of the plants. These amounts aggregate \$10,800.41, and the actual cash cost of furnishing the lights is represented by deducting that amount from the total amount expended. This deduction is made for the purpose of showing that the ordinary depreciation of the plants is taken care of in the annual expenses of maintaining the lights, and an examination of the plants will show that the application of a further and theoretical per cent, for depreciation is not necessary or warranted in order to obtain the true cost to the city.

A substantial reduction in the cost per light from that shown in 1898 has been obtained, notwithstanding the increase in wages, coal, carbons—and, in fact, almost every kind of material used in maintaining an electrical lighting system. The decrease in cost is due entirely to the more economical operating conditions that are produced by the extensions of the system. The most economical conditions will exist when each of the plants has been increased to about 2,000 lights—the cost per light for each year should then be about \$45.

If the present plants are increased to this capacity, the yearly cost per light will decrease until the 2,000 lights are operated from each plant. From that time on the cost will vary with the cost of labor and materials used—assuming, of course, that the plants are operated practically, with reasonable economy and with business judgment.

COST OF LIGHTING FOR 1903.

The total cost of municipal lighting for the year 1903—according to the latest report now accessible—was as follows:

Municipal Electric Lights.....	\$262,088.38
Gas Lamps	420,728.52
Gasoline Lamps	159,844.30
Rented Electric Lights.....	63,871.85
Gas office Expenses	9,679.82
Total	\$916,212.87

The average number of electric lamps operated during the year was 4,827, and the total number in operation at the close of the year 5,007. The total amount expended for the construction and operation of electric lights during the year was \$319,436.35.

POLICE AND FIRE-ALARM TELEGRAPH SERVICE.

In 1882 Superintendent Barrett made a propo-

sition to Carter H. Harrison, Senior, and to Austin J. Doyle, Secretary of the Police Department, to place, at his own expense, the Police Telegraph and Telephone Service in the worst district in the city, viz.: Twelfth Street—and if, after three months' service, the system was not entirely satisfactory, he agreed to remove it at his personal expense. After ten days' service it was accepted by Mayor Harrison and paid for by the city, adopted and generally extended throughout the city.

The inauguration of Police Telegraph and Telephone Service occurred under the first mayoralty of Carter H. Harrison, Senior. The electrical apparatus is placed in a box attached to a solid iron booth which also serves as a lamp-post. On opening one side of these boxes, one is confronted with approved appliances for signaling alarms of every description; by simply operating a lever and pressing upon a button, the citizen or officer may notify the nearest station of the breaking out of the fire. Each box also contains a telephone by means of which any patrolman may at once communicate verbally with his immediate superior. In 1887 there were but 473 of these boxes placed at the most prominent street corners throughout the city. By 1891 the number had increased to 675, connected with which was 601 miles of aerial, and 40 miles of underground wire, and the total value of the plant was \$81,883.50. For the year 1903 there were 1,335 miles of aerial and 2,607 miles of underground wire, operating 1,022 police patrol boxes, and 1,437 fire alarm boxes.

CHAPTER XXIX.

CHICAGO WATER SERVICE.

EARLY CONDITIONS AS TO THE CHICAGO WATER SUPPLY—PUBLIC WELL DUG IN 1834—FIRST PUMPING STATION AND RESERVOIR CONSTRUCTED IN 1840—NEW WATER WORKS SET IN OPERATION IN 1854—THE SYSTEM ADOPTED AND THE FIRST TWO-MILE TUNNEL COMPLETED IN 1867—OTHER TUNNELS CONSTRUCTED—PRESENT CONDITION OF THE CHICAGO WATER SYSTEM.

Previous to 1834 the inhabitants of the Town of Chicago were dependent for that essential element of human existence, "water," upon the water peddler, who sold it by the gallon, bucket

or barrel, from house to house, having brought it from Lake Michigan in a water cart.

In 1834 a public well was dug by order of the Board of Trustees at a point in Kinzie's addition, which is now at the intersection of Cass and Michigan Streets. The movement for a better water service was made in 1836, when the State Legislature granted a charter to the Chicago Hydraulic Company, for the purpose of establishing the first pumping works commensurate with the needs of the people; but the company was unable to organize until 1840, when it began the construction of a reservoir, at the corner of Lake Street and Michigan Avenue. The reservoir was twenty-five feet square, was elevated about eighty feet above the ground, and was supplied by an 18-inch iron intake pipe laid on a crib-work pier extending from a crib in Lake Michigan 700 feet to a pump-well 15 feet deep, from which the water was forced by a 25-horse power engine and pumped through "bored logs." By this means a few of the citizens of the South Side were supplied with water. The capacity of this "extensive and wonderful" plant was twenty-five barrels per minute, which was forced through about two miles of 2, 3, and 6-inch pipe to the reservoir. The total outlay of the company up to 1842, when the works were so far complete as to be used, was \$24,000. Water rates ranged from \$10.00 per annum for a family of five persons, to \$500 for large manufacturing establishments. In 1842 James Long contracted with the Hydraulic Company to do all of the pumping for the city of Chicago for ten years, without any cost to the company, in consideration of his having the free use of the surplus power of the 25-horse power engine; but long before the contract expired the engine proved too small to do the work. The works first established had never given the people satisfactory results, the water as a rule being neither pure nor sufficiently abundant in supply. The population of Chicago at that time was about 4,500.

In 1851 when the population had increased to 35,000, the city obtained a charter, and the Legislature passed an act incorporating the "Chicago City Hydraulic Company," composed of John B. Turner, Horatio G. Loomis and Alson S. Sherman; a Board of Water Commissioners were appointed and this company purchased the rights of the old private company. W. J. McAlpine, a civil engineer, was the designer of the new works, which were built in 1852-54, and

were put in operation during the latter year, the population then being 70,000. The buildings and tower were completed in 1853, a timber crib was built 600 feet from the shore, the water was led from the lake to a pump-well 20x30 feet and 25 feet deep, and thence pumped to the top of the tower, 136 feet high, by a vertical beam engine having a steam-cylinder 44x108 inches, and two single acting pump cylinders 36x66 inches. There were also about eight and three-quarter miles of iron pipe and a reservoir of 500,000 gallons capacity. Water was first furnished from the new works February 12, 1854, up to which date they had cost \$393,045. In 1856 the first pipe across the river was laid. In 1854 and 1856 three iron storage tanks, on masonry towers, were built, being 60 feet in diameter by 28 feet high, with the bottom eight feet above the level of the lake. The intake was at first from the open water of the lake shore but, in 1855, a curved breakwater was built and an inlet basin dredged within it. By May 1, 1857, the cost of the works had increased to \$738,436, at which time 7,053 buildings were being supplied with water.

Before 1860 the water began to give trouble from its foul condition, owing to the discharge into it of filth and refuse from the distilleries, packing-houses, and from the fish nuisance, which had increased to an intolerable degree. The question how to secure an adequate supply of pure water became a pressing one. The plan proposed by E. S. Chesbrough, City Engineer, was adopted in 1863. It involved the tapping of the lake at a distance of two miles from the shore by means of an intake tunnel extending out to clear water, and constructed underneath the lake bottom. The work of excavation from the shore shaft, at the east end of Chicago Avenue, was begun March 17, 1864. The tunnel is five feet in width and five feet two inches in height, and is lined with brick masonry eight inches thick. The great crib to hold the water was launched and sunk at the east end of the tunnel July 25, 1865. It is forty feet high and built of timbers strongly framed in pentagonal form, 98½ feet in diameter with openings at the bottom for the admission of water. Inside the wall is constructed an iron cylinder, nine feet in diameter, running from the water-line to the tunnel, 64 feet below the surface, and 31 feet below the bed of the lake at that point. A house was erected over the crib for the use of the employees. The lay-

ing of brick began at the crib end Dec. 22, 1865, and the entire work was complete, and water let into the tunnel, to flow through the water-pipes and hydrants of the city, March 25, 1867. The entire cost of the tunnel was \$457,845, and the total water debt in 1868 was \$2,483,000. Up to 1870 the tunnel supplied the city with 20,000,000 gallons of water daily. The total amount of water-pipe laid in 1860 was 91 miles. At the close of 1869 it was 239 miles. The cost of maintaining the water system in 1862 was \$42,635, and from that year the amount increased yearly until, in 1870, it rose to the enormous sum of \$2,336,852, and the cost of the system, including that year, reached an aggregate of \$8,288,624; the total amount received during that period was \$3,175,479. This mode of supplying the city proved a great success; but enormous as was the capacity of the works, such was the extension of Chicago in every direction, that it was found necessary to make still more extensive improvements of the same kind.

The second tunnel was completed in July, 1874, and put in active service in February, 1875. The intake shaft was sunk in the lake near the existing intake crib, and a cross tunnel was driven from this shaft to the line of the new tunnel. In sinking this shaft great difficulty was experienced in consequence of water passing from the old tunnel to the new work, and it was found necessary to introduce the pneumatic system. This, however, created a new difficulty in consequence of the air escaping up along the outside of the cylinder to the lake; but, like everything that Chicago undertakes, the troubles were overcome and the water turned in again after seventeen days, during which time the city supply had been taken from the old inlet basin. The capacity of the two tunnels was 150,000,000 gallons, while the pumping engines had a capacity of 130,000,000; but in 1885, another pair of engines was added, bringing the capacity up to that of the tunnels.

TWELFTH STREET OR FOUR-MILE TUNNEL.—In 1887 the construction of a new tunnel, extending four miles into the lake, opposite Twelfth Street, with a capacity of 140,000,000 gallons, and engines that would pump 75,000,000 gallons daily, was contracted for. The crib through which this tunnel receives its supply is circular in form, 118 feet in diameter on top and 123 feet on the water line, with a well 70 feet in diameter. It is 50 feet high, the top being

ten feet above the water. There are two concentric $\frac{3}{4}$ -inch steel shells, with 24 radial bulk-heads, forming compartments which are filled with concrete. This portion of the crib rests on a polygonal timber grillage 13 feet high, through which pass six intake ports five feet square, fitted with gates and fish screens, which are operated from the slides in the middle of the circular wall of the crib. The intake shaft is 10 feet in diameter, and has two gates 5 x 6 feet, near the top. In 1898 a steam-heating plant was installed and double windows were placed on the openings round the well; a temperature of 70 degrees Fahrenheit is maintained during the winter, so that it is no longer necessary to keep a force of men to remove the ice forming in the well.

HYDE PARK OR SIXTY-EIGHTH STREET CRIB.—This crib is constructed on the same general lines as the two-mile crib, except that the ports in the protection break-water are at a low level. The newer cribs are built with a timber bottom on which are constructed the crib walls. Two concentric rings of steel, with radial bulk-heads, are filled with concrete to the level of the top of the water. The ports are at a low level and but very little trouble is experienced as a result of even a very severe winter. Even with these improvements, it was still necessary to keep a large force of men on the cribs hoisting ice day and night from the wells. It was thought necessary to leave the well area entirely open. Ice would form, and the ice-laden water passing through would leave its deposit of slush, anchor and drift ice on the crib walls and around the gates of the intake shaft, necessitating the constant working of the men by night and by day to clear the openings to this shaft.

CARTER H. HARRISON CRIB.—This structure, 2-3 miles from shore, represents the highest type of construction of an intake crib. Circular in form, the large fields of running ice are readily parted and continue on their journey without detriment to the crib or danger to the water supply; whereas, a straight surface presenting a perpendicular line to the path of the field, caused the ice to pile from the bottom of the lake to a height of 25 or 30 feet above the water, entirely shutting off the intake ports on that side. The intake ports to the well room are at a low level, and that, combined with the circular form of the interior and a thoroughly modern heating plant in the well-



SCENES IN SOUTH PARK.

room, allows the crib to present such a defense that the most severe conditions will not be a menace to the water supply. Light, comfortable quarters, with bath-rooms supplied with hot and cold water, are provided, and good sanitary conditions prevail, so that few of us have in our homes more physical comfort than the crib-keeper.

Contracts were let for this work in July, 1898, which included general work, steel and iron work, electric light plant, heating apparatus, tanks, pumps, plumbing, etc., and work was commenced May 1, 1899, and completed by the close of that year, at a cost, including substructure, superstructure and landing, of \$192,441.40—being \$275,000 less than the cost of the four-mile crib, hitherto the most complete crib in use. H. H. Jackman was assistant engineer in charge.

Considerable improvement has been made in the construction of intake cribs since the old two-mile crib was placed in the early sixties. This crib is made of wood and filled with riprap and concrete, the superstructure being granite limestone and brick. It was constantly in danger, both from anchor ice and the large fields of drifting ice that invade these shores in the winter months, proving a constant menace to the ports and also to the safety of the crib. Later a protection breakwater was placed around the crib with an opening 40 feet wide to admit tugs and for the admission of the water supply. But this device, while affording protection to the crib from the fields of ice, only added to the danger of shutting off the water supply by the ice, which made it necessary to employ thirty men and two tug-boats during the winter period. This protection, furnished by this large force, could have been maintained with four men had the ports been placed near the bed of the lake, or had ports been placed at a lower level in the protection breakwater.

In the report of City Engineer Lewis B. Jackson for 1895, it is stated that there were then over twenty miles of water-supply tunnels, through which the city drew its supply from Lake Michigan—sizes five, six, seven and eight feet in diameter; and a total length of 105,800 feet. At the present time there are thirty-eight miles of tunnels leading to the pumping stations, costing \$4,338,939, and having a capacity of 615,000,000 gallons. The Lake Tunnel, east under the lake, ten feet wide and ten feet two inches high, with a twelve-foot intake shaft in

a crib two and two-thirds miles from shore, and a land tunnel ten and eight feet in diameter, convey the supply to the Central Park Avenue and Springfield Avenue Pumping Stations, having a daily capacity of 120,000,000 gallons.

In 1904 the water system of Chicago consisted of eight large pumping stations and two small ones, five intake cribs, and thirty-eight miles of tunnels. The number of available pumping engines was thirty-six, having a total capacity of about 530,000,000 gallons per day of twenty-four hours. The total amount pumped for the year 1903 was 137,515,701,956, approximating 188 gallons per capita. The total expense of operation and maintenance of the pumping stations during the same time was \$740,176.81, and the revenue derived from water collections \$3,728,493.83. There were 19,922 hydrants in use at the close of 1903, the total mileage of pipe in use at the same date being 1,939.75.

CHAPTER XXX.

HEALTH DEPARTMENT—FREE BATHS.

HISTORY OF THE CHICAGO HEALTH DEPARTMENT—THE CHOLERA EPIDEMIC OF 1832—FIRST HEALTH BOARD APPOINTED IN 1833—CHANGES IN THE SYSTEM—LIST OF MEMBERS OF DIFFERENT HEALTH BOARDS—PUBLIC BATHS—CHICAGO THE FIRST CITY IN THE WORLD TO ESTABLISH A SYSTEM OF FREE BATHS—CARTER H. HARRISON BATH HOUSE OPENED IN 1894—OTHER BATHING STATIONS—BENEFICIAL EFFECT OF THE SYSTEM ON THE PUBLIC HEALTH—M'KINLEY PARK SWIMMING POOL.

In the growth of all cities and densely populated districts the first institutions or organizations of a medical character are the offspring of necessity. In 1833 the inhabitants of Chicago, on account of the prevalence of the cholera epidemic of the previous year, by which Fort Dearborn became temporarily a cholera hospital, effected a township organization. Among the earliest ordinances adopted by the Board of Trustees was one for the protection of the public health. A fine of three dollars was

imposed upon any one who should throw refuse into the river, and the Town Supervisor or Street Commissioner was authorized to remove all nuisances recognized as detrimental to the health of the community. In 1835, fearing another outbreak of cholera, the village Trustees appointed a permanent Board of Health, consisting of seven prominent citizens, but including only one physician, Dr. John T. Temple. No cholera appeared that year, however; and after one or two meetings the original town organization was superseded by a formal city incorporation, one section of the act requiring the Common Council to appoint annually three Commissioners to constitute a Board of Health, and also a health officer, who should visit and care for persons suffering from contagious and infectious diseases. The first Board appointed under these provisions was organized in May, 1837, and consisted of Dr. J. W. Eldridge, A. N. Fullerton and D. Cox, while Dr. Daniel Brainard was made Health Officer. The Mayor was also ex-officio member of the Board of Health.

In 1838 Dr. Brainard was superseded as Health Officer by Dr. E. S. Kimberley, who served until May, 1841, when Dr. J. W. Eldridge was appointed to the position, and an ordinance passed requiring the attending physician, in any case resulting in the death of the patient, to give a certificate of such death and the causes of the same, which was the first step towards a record of vital statistics. In 1842 the duties of the Health Officer were divided between the City Physician and the City Marshal, and Dr. W. B. Egan was elected to the former office and Mr. Austin Smith to the latter. This arrangement was continued until 1857, the office of City Physician being filled successively by Dr. Philip Maxwell from 1845 to 1847; Dr. Henry S. Huber from 1847 to 1849; Dr. Levi D. Boone from 1849 to 1852; Dr. A. B. Palmer during 1852; Dr. Brock McVickar during 1853-1854 and 1856; Dr. I. Lynn in 1855; Dr. Gerhard Paoli from 1857 to 1859; Dr. William Wagner from 1859 to March 27, 1860, when the Health Department was vacated by an ordinance of the Common Council. The city then remained without sanitary or health officers until December 1, 1861, when Dr. Lucien P. Cheney was appointed City Physician with a salary of \$600 per annum, out of which he was to furnish the medicines required for such indigent patients as were entitled to assistance.

When it is remembered that the city population at that time numbered 138,186, including a large proportion of poor people, the salary mentioned will be regarded as one of the most remarkable specimens of municipal economy affecting the poor; yet Dr. Cheney held the office for thirteen years, and until his death in 1874, performing its duties with as much fidelity as if the salary had been \$6,000. Soon after the appointment of Dr. Cheney as City Physician, Charles S. Perry, a policeman, was detailed to act as Health Officer, continuing in that capacity until May, 1865, when T. B. Bridges was elected to the office. Mr. Bridges continued in the position until March 31, 1867, when the Health Department was separated from that of the police and placed entirely under the control of the Board of Health, with the Sanitary Superintendent as its executive officer. The new board was composed of Drs. William Wagner, H. A. Johnson and J. H. Rauch, with citizens William Giles, A. B. Reynolds and Samuel Hoard, and the Mayor, J. B. Rice, as ex-officio member of the board. Dr. Rauch was made Sanitary Superintendent and Dr. H. S. Hahn City Physician. In 1869 Dr. George Schloetzer superseded Dr. Wagner as member of the Board, which otherwise remained unchanged until after the great fire of 1871.

After the disappearance of the cholera epidemic, which prevailed to some extent from 1854 to 1860, the city continued quite free from epidemics, and, as usual under such conditions, the municipal authorities gave less and less attention to sanitary conditions, until, as already stated, in 1860 they formally abolished the Health Department and transferred its duties to the Mayor and police. This was done in opposition to the vigorous protest and earnest warnings of the leading medical men of the city, acting both as individuals and as members of the Chicago Medical Society.

From 1858 to 1863 Dr. N. S. Davis made frequent efforts to have a competent medical Health Officer placed in charge of the sanitary interests of the city. His efforts were actively supported by Drs. Rauch, H. A. Johnson and others, and in 1865 a public meeting of the profession appointed a committee consisting of Drs. Davis, J. W. Freer, J. P. Ross, H. Hitchcock, R. N. Isham and B. McVickar, to formulate and present specific recommendations to the municipal authorities for improving the

sanitary conditions of the city, and for the preservation of reliable records of vital statistics. The committee faithfully discharged the duties imposed upon it, and was largely instrumental in having a regular Board of Health re-established in 1867, with a competent physician as Sanitary Superintendent.

In the meantime, however, while sanitary affairs were being neglected, and the city was substantially without a Health Department, the population was rapidly increasing, and the business of slaughtering and meat-packing industry, near the South Branch, had been begun and was being actively prosecuted, and enough of the blood and offal allowed to enter the river to contaminate both air and water. To such an extent had this nuisance grown that, during the years 1863 and 1864, the whole river was tinged with blood. Fish ceased to live in it, and the odor was perceptible over a large part of the city. In the autumn of 1862 a number of cases of smallpox appeared in the city, and the disease spread with such persistence that 2,000 cases were reported during the years 1862, '63 and '64. During the two latter years a severe epidemic of erysipelas also prevailed, much the larger number of cases being located in proximity to the river.

Immediately following these local scourges came the cholera epidemic in Europe of 1865, and in this country in 1866, which finally compelled the people of Chicago to heed the persistent warnings of medical men, sufficiently at least to take measures to create the efficient and intelligent Board of Health of 1867. The Board as then organized remained under the leadership of Drs. J. H. Rauch and H. A. Johnson, the former serving as Sanitary Superintendent and the latter as President of the Board until 1873-1874. In August, 1873, Dr. Rauch resigned and Dr. Benjamin C. Miller was appointed his successor. In January, 1874, Dr. Johnson resigned and was succeeded by Dr. J. H. Hahn. In October, 1875, Dr. Hahn died, and the vacancy was filled by the appointment of Dr. Brock McVickar.

In July, 1876, another change came in the adoption by the City Council of an ordinance abolishing the Board of Health, and devolving its powers and duties upon a chief officer called the Commissioner of Health, with provision for a corps of Sanitary Inspectors and a Registrar of Vital Statistics. The following January (1877) Dr. McVickar resigned his office, and

Oscar DeWolf was appointed Commissioner of Health, with Dr. J. S. Knox as assistant, Dr. H. P. Wright as Registrar of Vital Statistics, and a corps of three medical inspectors. During the same year an ordinance was passed giving the Commissioner of Health more control over the slaughtering, packing, rendering, fertilizing and other establishments liable to affect the public health.

By an act of the Legislature passed in May, 1881, manufactories, work-shops, tenement and lodging houses, etc., were brought under the supervision of the Health Commissioner.

While Chicago spends the least amount per capita for health purposes, it has the lowest death rate of any of the principal cities of the country. In accomplishing this result the following features of the Health Department's work are regarded as important factors:

1. The supervision and inspection of the milk supply, which has resulted in giving to the city the purest supply of milk and cream of any large city in the country.

2. The efforts of the Department in connection with the use of preventive methods and remedies, especially with reference to consumption, diphtheria, influenza, pneumonia, scarlet fever, smallpox and typhoid fever.

3. The city's system of free public baths, open throughout the year.

Among other features of the Department's work may be mentioned the development of a first-class practical working laboratory of chemistry, bacteriology, pathology, and diagnosis, by means of which more than 100,000 separate determinations and manipulations are made annually in the regular branches, exclusive of special examinations and analyses.

The original devising and subsequent perfecting of a system of disinfection, which is widely copied elsewhere.

The inauguration of medical school inspection, this being the second city in the country to make the attempt.

The vast improvement in the registration of vital statistics and the certification of causes of death.

The supervision of contagious disease during life, and conduct of funerals and care of premises after death.

And, above all, the persistent education of the public by circulars, leaflets, bulletins, lectures and addresses, and the public press.

The Chicago public is thus made more intel-

ligent on sanitary matters than is any other community, and largely to this fact is ascribed the constantly increasing healthfulness, the reducing of the death rate, and the lengthening of human life in Chicago.

Dr. DeWolf continued in the office ten years, during which time the practical working of the city Health Department was systematized, much extended, and administered with more than ordinary efficiency. He resigned in 1887, and was succeeded by Dr. Swayne Wickersham who, after a service of three years, in 1890 gave place to Dr. John D. Ware; the latter serving until April, 1893. Dr. Ware was succeeded by Dr. Arthur R. Reynolds, who remained until 1895, when W. R. Kerr was appointed, and served until April, 1897, when Dr. Arthur R. Reynolds was again appointed, and still retains the position. The Department is growing rapidly in importance and in influence, and is frequently quoted and commended by sanitary and other publications.

The main offices of the Department of Health are located in Rooms 2, 4, 9, 409, 411, 413 and 415 City Hall.

FREE BATH SYSTEM.—The Free Public Bath system, already mentioned as an important factor in maintaining the high sanitary standard of the city of Chicago, is claimed in its inception to have been the first absolutely free bath system put in operation in the world—other public baths previous to its establishment charging a small fee, ranging from two cents at the Volksbad in Vienna, to five cents in the public rain baths in New York City. The first of its kind to be established in Chicago was the Carter H. Harrison Bath House, which was opened to the public at 192 Mather Street, in the Nineteenth Ward, in January, 1894. The original cost of the building was \$7,825, while the plumbing and the heating apparatus cost the additional sum of \$2,511, making a total of a little over \$10,000. The Martin B. Madden Bath, located at Thirty-ninth Street and Wentworth Avenue, was opened to the public April 17, 1897. "Public Bath Number 3" and the "R. A. Waller Bath" were established respectively in 1900 and 1901, the former located in the Twenty-ninth Ward and the latter in the Eighteenth Ward.

Besides these, bathing stations have been opened at a number of the pumping stations, which, by the utilization of the warm waste

water, furnish accommodations to a large number of people.

The outdoor Swimming and Wading Pool, located in McKinley Park, in the southwest part of the city, was opened during the year 1903, and promises to be of great convenience to a large class of population situated remotely from the lake shore. The dimensions of the pool are 350 by 150 feet, the depth ranging from nothing to nine feet, the whole surrounded by a graded walk, with a shelter 73½ feet in length by 44½ feet in width. Dressing rooms and suits are provided free.

The number of persons—men, women and children—availing themselves of the advantages of the public bathing houses and bathing stations during the year 1903 was estimated at over half a million.

CHAPTER XXXI.

HARBORS, FERRIES AND BRIDGES.

FIRST WHITE VISITORS TO THE CHICAGO RIVER—IMPORTANCE OF A HARBOR AT CHICAGO ATTRACTS ATTENTION IN 1814—ILLINOIS AND MICHIGAN CANAL AND CHICAGO HARBOR TWIN ENTERPRISES—FIRST STEP IN IMPROVEMENT OF CALUMET HARBOR AND RIVER BEGUN IN 1870—RANK OF CHICAGO AS A MARITIME PORT—HISTORY OF FERRIES AND BRIDGES—FIRST FERRY ESTABLISHED IN 1829—ADVANCE FROM THE INDIAN CANOE TO THE BASCULE BRIDGE.

The division of harbors connected with the Department of Public Works of the city of Chicago has general supervision over the City Harbor, including the Lake Front, the waters of Lake Michigan extending three miles into the lake between the north and south limits of the city; the Chicago River and its branches, and all slips adjacent thereto; as well as the Calumet River and all slips adjacent thereto. The officers having general supervision of harbor affairs are: Robert B. Wilcox, Assistant Engineer in Charge; John A. McCarthy, Harbor Master; Thomas J. Elderkin, Vessel Despatcher.

HISTORICAL (1673-1901).—The first white men

to come to the Chicago River with their boats were the French Jesuit Missionaries and the fur-trade adventurers. Vague rumors, through intercourse with the Indians, had given them an idea of a great river in the West, and through the lakes and this great unknown river they expected to find a navigable water course across the continent. It was this idea of a water way that made Chicago and the Chicago Harbor. Marquette and Joliet came here in 1673 and Marquette's map, published in 1681, shows a river connecting the Mississippi and Lake Michigan.

The importance of a harbor at Chicago was first talked of August 6, 1814, in connection with the idea of having a canal which would connect the waters of Lake Michigan with the Mississippi River. "Chicago Creek" at that time did not amount to much, and its mouth was blocked by sand which would admit the passage of small boats only over the bar, although the water was deep enough above the mouth to float larger vessels. The importance of the harbor arose from the fact that a short portage only separated its waters from those flowing into the Mississippi.

The projection of the Illinois and Michigan Canal was the making of Chicago. The canal and harbor were twin enterprises. Without a good harbor Chicago could never have become a port of entry; and if there were no clear way of exit into Lake Michigan the canal would be almost worthless. As a result of correspondence in 1830 between residents of Chicago, then a settlement of less than one hundred inhabitants, and members of Congress, the first appropriation of \$25,000 was made in 1833 for the improvement of Chicago Harbor, and work was commenced the same year under the direction of Major George Bender. The project contemplated the formation of a channel fourteen feet wide, through the mouth of the river and between two piers extending into the lake. The work was carried on at irregular intervals and, with various modifications, until 1870, when the present plan for an outer harbor was adopted, which contemplated the construction of an easterly breakwater 4,000 feet long, about 3,300 feet from the shore, and a southwesterly breakwater 3,000 feet long, the protected area being about 455 acres, of which 270 acres were reserved for piers and slips, and 270 acres with a depth dredged to sixteen feet for harborage. Up to and including 1869 the Government

expended \$416,167.22 during the years 1863 to 1865. In 1878 the plan was still further modified by proposing an additional breakwater about 5,400 feet long to be located north and east of the harbor entrance. Up to and including 1900 the United States Government has expended for the improvement of the harbor proper \$2,201,005, which is a very small amount in comparison with the money spent on other harbors, when the importance of Chicago as a port is taken into account.

CALUMET HARBOR AND RIVER.—The improvement of the Calumet Harbor and River has been carried on by the United States Government. The improvement of the harbor proper was started in July, 1870. The object was to provide a deep entrance to the Calumet River, which was accomplished by building parallel piers (300 feet apart), projecting into the lake from the shore at the mouth of the river and dredging between them to a depth of 20 feet. To June 30, 1900, 4,140 lineal feet of the north pier, 4,020 lineal feet of the south pier, and 1,000 feet of foundation of the proposed 4,400 feet of the outer breakwater had been completed. Vessels of the largest size and deepest draft known to the Great Lakes now frequent this, the most capacious artificial harbor on Lake Michigan.

The importance of Chicago as a port is shown by the following statement taken from the report of W. S. Chance, Supervising Special Agent of the United States Treasury Department, dated June 30, 1900. From this statement it will be seen that Chicago stands in the fourth place in point of collections, and in the first place in point of vessels entered and cleared. Chicago leads New York by 2,998 total entrances and clearances, and falls but 4,331 below the total of the group including Baltimore, Boston, New Orleans, Philadelphia and San Francisco. Thus we see Chicago standing at the very head of the list of ports connected with the marine trade on the American continent.

CALUMET AND CHICAGO CANAL.—A corporation chartered by act of the Legislature March 10, 1869, under the name of the Calumet & Chicago Canal & Dock Company, has been the means of developing that part of Chicago and Cook County known as the Calumet region. It had its inception in the plans of the Bowen brothers (Chauncey and James H.), who, in the early sixties, made extensive purchases of land

along the Calumet River. As just noted, a charter was granted to a company consisting of Elam G. Clark, Daniel J. Schuyler, George W. White, James H. Woodworth, Charles V. Dyer, John McCaffrey, George Schneider, John V. Le Moyne and George W. Sanford, representing a capital of \$500,000, with power to purchase land, condemn right of way and construct a canal connecting the Calumet River with the Illinois & Michigan Canal. Several thousand acres of land were acquired in connection with the enterprise, and the contemplated improvement of the Calumet River began. The canal, however, was not built, and in time the company became financially involved. A reorganization was effected in 1881, and a total of common stock was issued of \$3,800,000 and bonds amounting to \$1,800,000. With the proceeds secured by the sale of bonds, docks were built and the river dredged, making, with subsequent improvements inaugurated by the General Government, one of the best harbors on Lake Michigan. By making certain concessions the company induced large industries to locate along the harbor, and the Calumet region is today one of the most busy and prosperous manufacturing, and shipping points in the State, in some respects rivaling even the district immediately adjacent to the Chicago River. Preferred stock was issued to take up mortgages upon property of the company, and the last of these were taken up in 1891, leaving the company free from indebtedness. The corporation is still actively engaged in advancing the business interests and promoting the development of the Calumet valley. The present officers are: President, Leslie Carter; Vice-President, William J. Watson; Secretary, Stewart Spalding.

FERRIES, BRIDGES AND VIADUCTS (1829 to 1901).—In view of the unparalleled growth of Chicago from a "frontier settlement" to the world-famous city of the Twentieth Century, with its 2,000,000 inhabitants, each and every detail of this phenomenal development will be of interest to future generations who are destined to reap the fruit, the seeds of which were planted by the pioneers of that early period. It is the purpose here to present a brief sketch of the improvements of the river and harbor, those great arteries of commerce, especially in respect to those features most closely connected with the development of bridge and viaduct construction.

The first means established for crossing the Chicago River, as an improvement upon the "Indian's canoe," was by means of a ferry, for which a license was granted by the County Commissioners June 2, 1829, to Archibald Clybourn, Samuel Miller and John B. Beaubien, authorizing them "to keep a ferry across the Chicago River at the lower forks, near Wolf Point (located where the Lake Street bridge now crosses the river), crossing the river below the northeast branch, and to land on either side of both branches, to meet the convenience of persons wishing to cross."

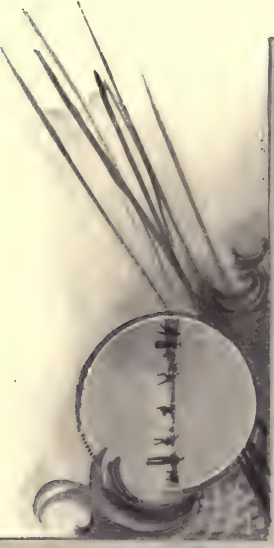
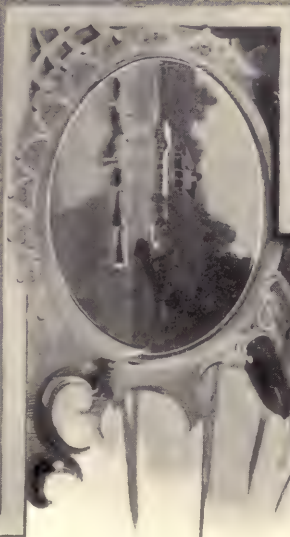
The license fee was two dollars, and the rates established for crossing were as follows: For each foot passenger, 6¼ cents; man and horse, 12½ cents; horse and pleasure vehicle, 50 cents; one-horse wagon, 25 cents; two-horse wagon, 37½ cents; cattle or mules, 10 cents; hogs, 3 cents; merchandise, per hundredweight, and grain, per bushel, 6¼ cents.

A public ferry was established in 1831 across the Chicago River at the forks, over which it was provided the people of the County should be passed free, all others to be charged schedule rates. Mark Beaubien was the first duly appointed ferryman.

The ferries established not affording sufficient facilities for transportation across the river, the construction of bridges was regarded as a necessity. The first of these to be built was in the summer of 1832, near Kinzie Street, across the North Branch, for the use of foot passengers only, and was erected by Samuel Miller. During the year 1833 a floating bridge, consisting of rough logs, was constructed over the South Branch just north of Randolph Street, at a cost of \$486.20, of which \$200 was contributed by the Indians of the vicinity. It was built by Alanson H. and Charles Taylor.

The first drawbridge over the main branch of the river was placed at Dearborn Street in 1834. The timber used in the construction of the bridge was cut from land adjoining Michigan Avenue. The structure was 300 feet long, with a sixty-foot passage for vessels.

The old Dearborn Street drawbridge was demolished in 1839, and a "scow-ferry" substituted. The proprietors of the warehouses located on the North Side were clamorous for a new structure, by which the wagon-loads of grain and produce coming into the city from the south might more easily reach them, thus insuring more healthful competition. This rea-



LINCOLN PARK VISTAS.

sonable demand was opposed in the Council for a long time, and the ordinance for the construction of the Clark Street bridge, in 1840, was carried only by the deciding vote of Mayor B. W. Raymond. This was a floating swing-bridge constructed after plans made by W. B. Ogden, and similar structures were built at Wells, Randolph and Kinzie Streets between 1846 and 1849. These bridges were operated by a chain and capstan. The bridges at Clark, Wells, Kinzie and Randolph Streets were swept away by the flood and ice in 1849.

In 1849 bridges were built at Madison and at Randolph Streets, being constructed largely by means furnished by subscriptions of property owners whose property would be benefitted by such improvements. In April, 1847, an ordinance was passed prohibiting teams from stopping on a bridge or within forty feet of one. Previous to the flood of 1849 the city did little to regulate bridges or bridge-tenders. There were continuous complaints about the slowness and indifference of bridge-tenders, and it was not until 1852 that they were required to give bonds "for the faithful performance of their duties," the amount of a bond being placed at \$500 for each incumbent; but by the ordinance of January 13, 1854, bridge-tenders were made special policemen, and their bonds were increased from \$500 to \$2,000, and they were required merely to open and close their bridges as quickly as possible.

A pivot-bridge was built at Clark Street in 1854 at a cost of \$12,000. It contained a double carriage-way and sidewalks. In 1856 the plans for a bridge at Madison Street were agreed upon. As it was proposed to construct the bridge at municipal expense, a vigorous protest was entered against such a proceeding. The bridge was finally built in 1857 for \$30,000, and was the first bridge constructed entirely at the city's expense.

The first iron bridge in the West was built in 1856 at Rush Street, and this marked a new era of bridge construction in Chicago. The primitive wooden bridges of the pioneers were supplanted by those made of iron—or a combination of wood and iron—which, owing to the increasing traffic, had in turn to give way to the steel swing bridges of today.

Previous to the fire of 1871 the city owned and operated twenty-seven bridges, which were constructed between 1856 and 1870, inclusive, to replace the slow-moving float-bridges which

at one time were the only ones in use. Six bridges were destroyed in the fire of October 8 and 9, 1871, involving a loss of \$71,000. By March, 1873, the work of rebuilding the bridges and viaducts destroyed by the fire was about completed, at a cost of \$526,921 for the former, and \$189,573 for the latter. From 1879 to 1886 eight bridges were constructed, costing the city \$320,452, and the railroad corporations \$106,461. During the same period nine viaducts were built and three old ones renewed, at a cost to the city of \$582,599 and to the railroads of \$723,134. The contrast between these figures and those of 1887 and 1888 is striking. During these years six bridges were constructed, which cost the city only \$243,297, the railroads paying \$197,195. Ten viaducts were erected and two renewed at a cost to the city of only \$214,155, while that to the railroads was \$968,256.

The first attempt in Chicago to overcome the objectionable features of the swing-bridge was made in 1891 by the construction of the Weed Street bridge—a movable bridge without center pier, known as a "folding bridge," patented by Captain Harmon, which has not proved a success on account of the expense of its maintenance and its easily getting out of order. In 1893 a somewhat improved form of this bridge was constructed at Canal Street, but it had the same objectionable features found in the Weed Street bridge. In 1894 the "Waddell" lift-bridge was built over the South Branch, at South Halsted Street. While this bridge removes the objectionable feature of the center-pier and protection, its cost is something enormous (\$237,000), and its operation, repairs and maintenance have been a constant source of expense to the city. In 1895 a rolling lift-bridge, patented by William Scherzer, was built over the South Branch, at Van Buren Street. In 1897 a similar bridge was built over the North Branch, at Halsted Street. These bridges, although a marked improvement upon the folding and lift-bridges, have some objectionable features. The main objection lies in the fact that this type of bridge requires a most solid foundation.

In 1899 the Bridge Division of the City made a critical analysis of the literature on movable bridges built in the United States and Europe, with a view to selecting a type of bridge suitable to the requirements of the Chicago River and its branches. The result of this analysis

was very ably put in the form of a report by Alexander Von Babo, showing the advantages and disadvantages of the various movable bridges in use. The type known as the "Trunnion Bascule Bridge" was considered to be the one that could most fully and satisfactorily meet Chicago requirements from a scientific as well as a practical and economical point of view. Three complete designs were made, differing in appearance, but all involving the main feature (that of a revolving trunnion), which were submitted to a Board of Consulting Engineers appointed by the Commissioner of Public Works, consisting of the following well-known engineers: E. L. Cooley, Ralph Modjeski and Byron B. Carter. The Board recommended design No. 3, with some modifications, which were subsequently carried into effect. The design was prepared and worked out with great care by Mr. Edward Wilmann, City Bridge Engineer, and John Ericson, City Engineer, with a view to its adoption for all the bridges of this type, and approved by L. E. McGann, Commissioner of Public Works, and the above named consulting engineers. Credit is also due to Thomas G. Phihfeldt, Assistant City Bridge Engineer, and Alexander Von Babo and Karl L. Lehman, structural iron designers, and Mr. John C. Bley, machine designer, for their service in connection with this work. Competitive designs and bids were opened May 15, 1900, for the Ninety-fifth Street bridge, and a contract awarded to Roemheld & Gallery June 21, 1900. The approximate cost was \$152,000, and work commenced July 18, 1900. Bids for the Division Street bridge were opened June 1, 1900, and the contract was signed July 11, 1900 (contractors, Messrs. Roemheld & Gallery); approximate cost, \$133,000; work commenced July 16, 1900. Bids were opened for the Clybourn Place bridge January 25, 1901; contracts signed during 1901; contractors, American Bridge Company; approximate cost \$148,000, including bid for substructure by Fitzsimmons & Connell amounting to \$64,000. Plans and specifications submitted by the Sanitary District of Chicago for Canal Street bridge have been approved and signed; also for a viaduct at Canal and Sixteenth Street, submitted by the

Chicago, Burlington & Quincy and the Chicago & Northwestern Railroad Companies, and work commenced July 30, 1900.

Supervision of the erection of the Northwestern Elevated Railroad, together with the usual miscellaneous work of preparing plans, plats and data for various projects, constitute a portion of the work of this division.

The navigable portions of the river are now crossed by fifty-eight draw-bridges, of which eight are for railroads exclusively, forty-eight for streets and street railways exclusively, and two for both street and traffic. These two latter carry Lake Street and the Lake Street Elevated Railway, Wells Street and the Northwestern Elevated Railway respectively. Of all these existing draw-bridges, fifty are swing-bridges—all but one (the Chicago, Milwaukee & St. Paul Railway) having center piers. One of these is a vertical bridge, at Halsted Street; two are folding bridges, at Weed Street and Canal Street; and five are Bascule bridges. The present scheme of improvement provides for the replacement of twelve swing-bridges with as many Bascule bridges.

The "Granger" bridge, built between 1846 and 1849, swung on a pivot from the shore end, with the swinging end on a float made out of sheetiron (a square box concern) and turned by a capstan. There was one each at Lake Clark and Wells Streets. At Kinzie Street the old-fashioned weight draw-bridge was built, which was the first edition of the later "Bascule." In 1856 the Rush Street bridge was built of steel, which was a great improvement over the float-bridge; but on account of a large drove of cattle being driven on while the bridge was turning, the cattle were forced to run to the north end of the bridge, which caused the structure to break in two on the center pivot, and the cattle were dumped into the river, only a few being saved alive by being hoisted upon a vessel standing near by.

The progress from the "Indian canoe" for crossing the Chicago River to the modern Bascule bridge has taken comparatively a few years, and is the partial fulfillment of the saying that "Chicago beats the world" for growth and improvements.

CHAPTER XXXII.

DRAINAGE AND SEWERAGE.

FIRST ATTEMPT TO ORGANIZE A DRAINAGE AND SEWERAGE SYSTEM FOR CHICAGO IN 1847—DRAINAGE AND SEWERAGE COMMISSIONS APPOINTED IN 1852 AND 1855—THE SEWERAGE COMMISSION GIVES PLACE TO A BOARD OF PUBLIC WORKS IN 1861—CHANGES OF THE LAST FIFTY YEARS—EXTENT AND COST OF SYSTEM—THE DRAINAGE CANAL—ITS HISTORY AND EXTENT—COST OF THE WORK OVER \$45,000,000.

On February 18, 1847, a legislative act, supplementary to the City Charter, granted to the Common Council power to build and repair sewers by special assessment upon the property benefited thereby.

In the year 1849, Madison Street, east and west, and State Street, north and south, were decided upon as the summit in the South Division of the city; the grades of that portion lying north of Madison Street and west of State Street to slope to the north and drain into the main river; the portion east of State to slope east and drain into the lake; and the portion south of Madison and west of State Street to slope west and discharge into the South Branch. Nothing was done by way of drainage, however, except to open ditches, until the year 1850, when triangular shaped wooden box sewers were built in Clark, La-Salle and Wells Streets from the main river to the alleys south of Randolph Street. The cost of these alley sewers was \$2,871.90, which amount was wholly paid for by the property benefited.

By act of the Legislature, dated June 23, 1852, a commission consisting of Henry Smith, George W. Snow, James H. Reed, George Steele, H. L. Stewart, Isaac Cook and Charles V. Duer was appointed and empowered to locate, construct and maintain ditches, culverts, embankments, bridges and roads in lands lying in Townships 37, 38, 39 and 40 North, Ranges 12, 13 and 14 East of the Third Principal Meridian (Cook County), and to the land and material necessary for these improvements, and assess the cost of such work upon the land they deemed to be benefited thereby. The land drained extended about four miles north, eight

miles west, and ten miles south from the then city limits, nearly all of which has since been annexed to the city.

By an act of the Legislature, approved February 14, 1855, a Board of Sewerage Commissioners was appointed by the City Council, consisting of one member from each of the three divisions of the city. It was their duty to consider all questions relating to the thorough and systematic drainage of the city; to submit a plan and an estimate of the cost to the Common Council, and to issue bonds, from time to time, as they should deem expedient, not exceeding the sum of \$500,000, pledging the faith and credit of the city for the payment of the principal and interest thereof.

The first Commission consisted of William B. Ogden, J. D. Webster and Sylvester Lind. E. S. Chesbrough was appointed Chief Engineer and William H. Clark principal assistant engineer. During the season of 1855 surveys were made and plans drawn and adopted by the Commissioners; and submitted to the Common Council and their fellow-citizens for general approval, December 31, 1855. The plans submitted included the district bounded on the north by Division Street, on the West by Reuben Street (now Ashland Avenue), on the south by North Street (now Sixteenth Street), and on the east by Lake Michigan. The plan, as adopted and since carried out, provided for main sewers in the North Division in Rush, Clark and Franklin Streets, discharging into the main river, and in Chicago Avenue emptying into the North Branch. The West Division mains were located on Fulton, Randolph, Madison, Adams and Van Buren Streets, emptying into the South Branch. The South Division, sewer in Michigan Avenue, from the river to east of State Street, was drained by a main Sixteenth Street, the summit being at Van Buren Street—that part south of Van Buren Street discharging into the lake at Twelfth Street, and the part north emptying into the main river. The portion lying south of Washington Street and west of State Street discharged into the South Branch by various streets, while that part west of State Street and north of Washington was drained by two-foot sewers in each north and south street emptying into the main river.

From the outset Mr. Chesbrough insisted upon constructing sewers to discharge by gravity. This necessitated raising all streets from

one to three feet above the natural surface of the ground, in order to secure sufficient depth of soil over the top of the sewers to protect them from frosts and heavy traffic. The first sewerage bonds to the amount of \$100,000 were issued March 19, 1856. The first contract for constructing public sewers was awarded and work commenced in 1856. The State Street sewer from Randolph Street to the River was built by Ives & Lonergan, contractors; that on North Clark Street to Erie Street was built by S. S. Wiltsee & Co.; West Randolph Street sewer from the river to Desplaines Street was built by S. S. Wiltsee & Co. These were the first sewers built, being constructed during the years 1856 to 1860, inclusive, amounting to 53.71 miles.

By an act of the Legislature, approved March 20, 1861, the Board of Sewerage Commissioners was abolished and a Board of Public Works was created. At an election held the third Tuesday in April, 1861, Benjamin Carpenter, Frederick Letz and John G. Gindili were elected Commissioners. The Board was organized, having full control of all public works, including sewerage, on May 6, 1861. The Board of Public Works continued in power, with several changes in its members, until September 19, 1876. The total length of sewer in place December 31, 1876, was 265.80 miles. On September 18, 1876, an ordinance was passed abolishing the Board of Public Works, and on the same date the Department of Public Works was organized, with the Hon. Monroe Heath Mayor and Acting Commissioner. No Commissioner of Public Works was appointed until after the Hon. Carter H. Harrison was inaugurated Mayor on May 19, 1879, when Charles S. Waller was appointed and qualified.

The amount of money expended in the construction of sewers and catch-basins in the city of Chicago and the maintenance of the same, from the establishment of the sewerage system in 1855 up to January 1, 1904, was \$22,991,495.15, of which \$2,405,715.23 was on account of cleaning sewers and \$1,916,948.69 on account of street intersections and repairs. The total amount of sewers in place at the latter date was 1,563 miles, of which 567.45 miles were of brick construction and 995.55 miles of vitrified tile pipe. The number of catch-basins at the beginning of the year 1904 was 57,510.

THE DRAINAGE CHANNEL.

The Sanitary District of Chicago is organized under the general law for the creation of Sanitary Districts enacted by the Legislature of the State of Illinois in 1889 and in force July 1st of that year. The first Board of Trustees was elected Dec. 12, 1889, and served, barring resignations, until December 2, 1895. Since that period the regular term of service has been five years.

The primary object of the work undertaken by the Sanitary District is the protection of Lake Michigan—the great reservoir from which the City of Chicago and its urban and suburban neighbors draw their drinking water—from sewage pollution due to the discharge directly into it, or into the rivers which empty into it, of the sewage of the City of Chicago and its aforesaid neighbors. The first work undertaken was the construction of a great canal from Robey Street to Lockport. That done, the logical sequence was the improvement of the Chicago River by deepening and widening the channel and removing the bridge obstructions, so as to make it possible to secure an adequate flow of water through it without injury to navigation.

The work of the Sanitary District has created valuable possibilities in the way of water power development, and the same Legislature which passed the annexation laws enacted a law which enables the Board to realize in part these possibilities by giving it the authority to develop the water power at Lockport. This work is now under contract and construction is in progress. The plans for it provide for an extension of the channel now in use, between concrete walls and earth and rock embankment, southward for a distance of about 10,700 feet, to the site selected for the erection of the power plant. From this point on a tail-race is to be excavated for a distance of about 6,800 feet, to a junction with original Section 17; this tail-race is to be 160 feet wide and be deep enough to afford a minimum depth of water of 22 feet. Section 17 is a wide channel and the minimum depth of water therein, until it enters the Upper Basin at Joliet, will be ten feet. The mean head for power development resulting from this improvement will be 32 feet and the net horsepower figured on an efficiency of 75 per cent and a flow of 600,000 cubic feet per minute will be 27,000 H. P. The power is to be housed in a structure of concrete and brick

construction and will have ten turbine chambers, three for exciter units and seven for power units. The power units are designed to pass 100,000 cubic feet at 8-10 discharge. They consist of turbines on horizontal axes, capable of generating 6,500 H. P. at full gate under 34 feet of head at 150 revolutions per minute. Each power unit is to drive one 3,750-K. W., 3-phase, 2,200-volt generator. The ultimate discharge of the channel will, under present plans, reach 800,000 cubic feet per minute.

The Main Drainage Channel of the Sanitary District of Chicago is now completed from its confluence with the South Branch of the Chicago River, at Robey Street in the city of Chicago, to Lockport, in Will County, Ill., a distance of 28.05 miles. Water from Lake Michigan was let into the main channel, via the Chicago River, and through the auxiliary channel which connects the main channel with the West Fork of the South Branch, on January 2, 1900. It took thirteen days to fill the channel from Western Avenue to the controlling works. On the morning of the 17th of January, 1900, by permission of the Governor of the State of Illinois, the Bear Trap Dam was lowered and the westward flow of water from the lake was commenced. At the end of Section 15 of the channel the controlling works are located. Beyond these works the construction completed by the District covered the work necessary for conducting the flow from the channel, in conjunction with the waters of the Desplaines River, down the declivity to and through the city of Joliet, and making of such changes in the Illinois and Michigan Canal as the new conditions developed rendered necessary.

The controlling works comprise seven sluice gates of metal, with the necessary masonry bulk-heads and one bear-trap dam. The sluice gates may be considered as a modification of what is known as the Stoney gate type, gates having a vertical play of twenty feet and openings of thirty feet each. The bear-trap dam has an opening of 160 feet, and an oscillation of seventeen feet vertically.

All the bridges on the main channel are movable structures. There are six bridges for public highways. One was built for the use of the Southwest Boulevard and Western Avenue. It has double roadways—one being for heavy and the other for light traffic. There are seven railway bridges, one being an eight-track rolling-lift structure, with a channel span

of one hundred and twenty feet. One is a four-track swing bridge, and the others are double-track structures. The entire weight of the iron and steel used in their construction was 22,862,454 pounds.

The total amount of excavation involved in the construction of the main channel is 26,693,000 cubic yards of glacial drift, and 12,265,000 cubic yards of solid rock, or an aggregate of 38,958,000 cubic yards, to which must be added the material excavated from the River Diversion, the latter amounting to 1,810,652 cubic yards of glacial drift, and of solid rock 258,659 cubic yards, making a total of 2,069,311. The work between Lockport and Joliet, including the controlling works, involves 1,201,724 cubic yards of excavation, making the grand total of Main Channel, River Diversion and Joliet Project 42,229,035 cubic yards. All of this work is now completed and, in addition thereto, 457,777 cubic yards of retaining wall and bridge masonry. The retaining wall is all laid in cement mortar. The rock, when broken up, expands about 80 per cent, and therefore the volume of the rock spoil banks will be nearly 22,542,586 cubic yards. The whole volume of spoil (earth and rock), if deposited in Lake Michigan in forty feet of water, would make an island one mile square, with its surface twelve feet above the water line. In addition to these quantities the work of the main channel extensions and water-power development involves 105,000 cubic yards of earth, 1,247,000 cubic yards of rock and 145,000 cubic yards of masonry and concrete.

The distance from the mouth of the Chicago River to the junction of the Main Channel with the West Fork of the South Branch at Robey Street is about six miles.

The length of the Main Channel proper, from Robey Street to the controlling works at Lockport, is 28.05 miles—making a total of 34.05 miles.

The dimensions of the Channel are: Robey Street to Summit, 7.8 miles; 110 feet wide at bottom; 198 feet at water line, with minimum depth of water 22 feet. Summit to Willow Springs, 5.3 miles; 202 feet wide at bottom; 290 feet wide at water line, with 22 feet depth of water; grade of earth channel, one foot in forty thousand feet, or $1\frac{1}{8}$ inches per mile. The side slopes in earth are one foot vertical to two feet horizontal. At Willow Springs the channel narrows to the walled and rock cross section,

extending 14.95 miles to Lockport, 160 feet wide at bottom; 162 feet at top; grade in rock one foot in twenty thousand, or $3\frac{1}{4}$ inches per mile.

The total cost of the construction of the channel has amounted to \$45,220,588.19.

The construction of the Thirty-ninth Street Sewer, for the drainage of the southern district of the city into the Drainage Canal, was begun in 1898 and completed in 1902. The sewer is twenty feet in diameter, and 12,123 feet long, extending from the lake west on Thirty-ninth Street. Work was at once begun on the pumping station at Thirty-ninth Street and the lake, which is now (1904) in the course of construction. The intercepting sewer which discharges to this pumping station from the south was completed in 1904 between Thirty-ninth Street to Seventy-third Street.

CHAPTER XXXIII.

CHICAGO CENTENNIAL JUBILEE.

CELEBRATION OF HUNDREDTH ANNIVERSARY OF THE
FOUNDING OF FORT DEARBORN—MARVELOUS
PROGRESS OF A HUNDRED YEARS—REPRESENTA-
TIVES OF INDIAN TRIBES TAKE PART IN THE
EXERCISES—HISTORICAL TABLETS—BRILLIANT
FIREWORKS DISPLAY—INDUSTRIAL PARADE—
REUNION OF OLD SETTLERS.

When a city has attained the venerable age of one hundred years it is quite appropriate that its natal day should be given some kind of recognition by its children and grandchildren commemorative of the event. When that city has acquired such wonderful growth and made so great progress as to astonish the entire American nation, that recognition should be something more than the ordinary expression of good will and wishes for continued prosperity. And such, indeed, was the nature of the celebration held in Chicago from September 26 to October 1, 1903, when due honor was accorded the city's centennial anniversary and great pomp and ceremony marked its entrance into the second century of its existence.

Chicago was fortunate in being located at a point easy of access both by land and by water.

It was fortunate in having for its pioneers men of energy, of progressive ideas, of indomitable courage, whose faith brought the city through the ravages of fire and made it possible to become the metropolis of the West. And it is fortunate in being the heir to the sons of those hardy pioneers, who are today bending their will and business acumen toward still greater things and successfully carrying on the work inaugurated by their forefathers. A brief glance into Chicago's past—back to its initiative stage—will demonstrate how from small things mighty empires grow.

Chicago, as it exists today—great in manufactures, finance and commerce—would not have attained its present importance had it not been for its advantageous situation at the head of one waterway and the mouth of another. These waterways formed the highways to the interior and along them went the missionary, the explorer, the trapper, the pioneer farmer, in their search for a favored locality. Later these highways became the means of building up an immense commerce and served to invest Chicago with greater importance than any other inland city on the continent. Towards the end of the seventeenth century French explorers and missionaries utilized the Chicago River in journeying through the Illinois country, and later the Indian took possession of the territory now occupied by the site of Chicago.

In the treaty of Greenville, Ohio, in 1795, between the twelve tribes of Indians and the United States Government, the latter being represented by General Anthony Wayne, a part of the ground negotiated for was "a piece of land six miles square, at the mouth of the Chicago River, emptying into Lake Michigan." Here in 1803, Major Whistler erected Fort Dearborn, around which there gradually grew a small settlement. This was the laying of Chicago's cornerstone—the first step in the building of what was destined to become the second city in the United States—and it was in commemoration of this event that the Centennial Jubilee was inaugurated and carried to a successful conclusion.

During the one hundred years of its existence the city has passed through the gradations of an Indian village, a trading post, a white man's settlement, and a busy town, finally culminating in a city alive with energy and enterprise, great in power, wealth and industry.



ALONG SHERIDAN ROAD AND ON THE BOULEVARDS.

The renowned public spirit of Chicago has in the past led its enterprising business men to celebrate the city's progress with various festivals, all of which have been eminently successful, and which have received the encouragement and support of all Chicagoans, who are famed for their civic pride and loyalty, and these festivals have drawn the applause of thousands who came from the great territory tributary to Chicago.

The Centennial Jubilee was planned to surpass all occasions of a similar nature ever held in the country. The significance of the event, the scale upon which it was devised, the season of the year selected, and the importance and splendor of its many features drew to the city immense numbers of visitors from neighboring towns and from the adjacent agricultural districts, as well as from the larger cities east and west, north and south. Enthusiasm from all classes of citizens early began to manifest itself. It grew in volume and rapidly spread. Business men were quick to see the commercial advantages to be obtained through the influx of out-of-town visitors, hotel and railroad managers were hopeful of an increased business, and the oldest inhabitant delved among the archives of his memory for wonderful stories of early days when the wolves were caught on the now densely populated streets of the city, when skating parties were a nightly affair on the Chicago River, and when the Indians were their friendly next-door neighbor. And so the Jubilee blossomed and thrived and grew into full bloom, nurtured by kindly hands whose owners had its interests deep in their hearts.

The credit for the inception of this stupendous undertaking—for its growth and far-reaching results greatly exceeded the expectations even of those upon whose shoulders fell the responsibility of its success—belongs to Mr. Charles R. Macloon, a veteran newspaper man of Chicago, and it was largely owing to Mr. Macloon's far-seeing qualities and his great executive ability that the Jubilee was so ably conducted and carried to such a brilliant culmination. Having become imbued with the idea of a centennial celebration Mr. Macloon at once began to sound the business men of Chicago as to their willingness to participate in such a mammoth birthday party, and received not only a ready response but a hearty assurance of their moral co-operation and financial

assistance. Upon obtaining assurance in this quarter the next step was to see how the Mayor and City Council viewed the affair, as it was deemed advisable that it should have the sanction of the municipal government. Mayor Harrison and the city fathers became deeply interested, and the former issued the following proclamation:

PROCLAMATION.

To the Citizens of Chicago:

This fall Chicago is to celebrate the one hundredth anniversary of its birth. To make the centennial celebration one befitting a city of such prominence, size, wealth and progress, I issue this proclamation calling upon all residents to unite to make the week of festivity the greatest in the history of Chicago, both in splendor and dignity.

The committee of citizens appointed by the Council has the celebration well in hand. It should receive the hearty financial support of all Chicago, so that the fetes may reflect the importance of the occasion. The members of the committee have arranged a program of great attractiveness for the week from September twenty-sixth to October first. The railroads have granted low rates and the interest of the people of neighboring States has been aroused to such an extent that half a million visitors are expected.

The wonderful story of Chicago will be pictured in every possible way—in a reconstructed Fort Dearborn; in a reunion of pioneers; in a reproduction of the famous fire; in an industrial parade that will have for its theme the progress of the city; in educational historic programs in the schools and in tablets marking the city's historic spots.

Other important events have been arranged. Distinguished men from all parts of the country will be our guests, and it is incumbent on us to give them the heartiest welcome we can. All citizens are urged to make a special effort to decorate the city during Centennial week and to lend every aid to make the jubilee a credit to Chicago.

CARTER H. HARRISON,
Mayor.

The Centennial Executive Committee was appointed by the Mayor, with the following officers at its head: Charles A. Plamondon, Chairman; Charles R. Macloon, Secretary; L. A. Goddard, Treasurer; W. W. Tracy, Chairman of the

Finance Committee. Offices were secured in the Great Northern Hotel, details of the celebration were mapped out, and various sub-committees on finance, entertainment, parades, education, old settlers, athletics, Daughters of the American Revolution, music, and ways and means were appointed, and the officers and members took up their various tasks. The plans of these committees were approved by the Mayor and City Council on Monday, January 5, 1903.

It is one thing to conceive a project, but quite another to carry it to a successful issue. The greater part of the detail work fell to Secretary Macloon, both because of his official position and by reason of his being, as it were, the father of the idea. The first object, of course, was to obtain finances with which to carry on the work, and in this respect the merchants and business men of the city, who had become thoroughly convinced of the worthiness of the occasion, came forward unanimously and contributed liberally, with the result that in a short time the sum of \$50,000 was secured—an amount amply sufficient to cover all expenses. It may be stated that, in this connection, it is a significant fact that after the celebration had closed a number of letters were received from business houses desiring to know the amount of their share of the expense in conducting the Jubilee—an incident that clearly showed their appreciation of the benefits derived during Centennial week.

The preparation of the program was the next consideration of the committees. In arranging this it was necessary to bear in mind the fact that the people of Chicago—and her guests as well—must be instructed as well as entertained, and to this end a number of attractive features were planned. The newspapers had in the meantime taken up the cause as a most laudable one and devoted columns to illustrations and descriptions of the projected features, thus advertising them far and near, and by the opening day the city was well filled with visitors. It was estimated that during the week half a million strangers had viewed the ceremonies attending the Jubilee. They came to see what could be accomplished in a short one hundred years, to gaze on the handiwork of man in building up from a sandy waste this wonder-city, whose mammoth sky-reaching, steel-girdered buildings had supplanted the tents and log huts and frame houses of earlier days; whose well paved streets had taken the

place of Indian trails and mud-immersed wagon roads, and whose electric cars and elevated roads had supplanted the prairie schooner and the antiquated horse-cars. These things the people saw, and they departed marveling at the Aladdin-like transformation.

Pre-eminent among the attractions of historical interest and an echo, as it were, of the primitive days when the red men roamed the ground upon which now stand the architectural triumphs of modern civilization, was the Indian village at Lincoln Park. There were gathered the representatives of six tribes of Aborigines whose ancestors once lived either upon that very spot or in its immediate neighborhood—the Pottawatomies, in command of Charles Pokagon, grandson of the chief who saw the first white man set foot on this shore; the Winnebagos, from Wisconsin and Nebraska, under Chief Noginka; the Ottawas from Northern Michigan, with Chief Blackbird at their head; the Sacs and Foxes, from their reservations in Iowa and Indian Territory, led by Chief Pushnateka and accompanied by Sawahghasah, the civil chief and leader who attends to all of his people's affairs with the Government of the United States; the Menominees, from Northern Wisconsin, under the guidance of Chief Lone Star; the Chippewas, under the leadership of Chief Wawahbasha and Chicag. These Indians were all under the personal care of Mr. R. T. Roddy, of Chicago, whose father was a trader among the Winnebagos of Wisconsin and who was brought up with that tribe. Upon the death of Black Hawk he was elected their chief and given the name of White Buffalo. The Indian village was a replica of villages that existed along the shore of Lake Michigan one hundred years ago, the Chippewa huts being of bark and rushes, the Winnebago wigwams of skin, the Ottawa tepees, while the Sacs and Foxes occupied rush houses. During the week the Indians participated in various sports and games, consisting of canoe and dug-out races, foot races, swimming races, canoe tilting, scalp and buffalo dances, mock-marriage ceremonies, contests in bow and arrow shooting, lacrosse, etc. A model of the original Fort Dearborn block-house was erected near the Indian village, and was an object of great interest to the thousands of visitors.

Although but a hundred years old, Chicago has a marvelously interesting history, and its busy thoroughfares conceal many spots of his-

toric importance. New York, Boston, Philadelphia and Washington also have many historic spots which have been suitably marked with tablets, but this method of designating memorable places had hitherto been neglected in Chicago. Its centennial, however, brought the matter before the committee and arrangements were perfected to remedy the long-neglected duty of placing memorial tablets in appropriate places. On Saturday, the first day of the Jubilee, was performed the ceremony of dedicating the historic spots of Chicago with suitable tablets. The exercises were held at the Public Library Building, and inaugurated the formal opening of the Centennial. Prof. Edwin E. Sparks presided and Mayor Harrison delivered the address of welcome. Mr. Charles A. Plamondon, Chairman of the Executive Committee, said:

"Today we draw the veil from the past and reveal our early struggles to show by what marvelous labor and patience we have realized the wonders of this hour. A hundred years—only a moment in the life of a nation. And from the wilds of an Indian trail, first marked by the white man's government with a fort, the spot has become the second city of the country. To all who are here, to all who learn the teaching of Chicago's century, there must be a profound lesson; a lesson of indomitable courage, of heroic labor, of noble patriotism, of civic enthusiasm, of the spirit that conquers every obstacle to attain a glorious end. Not the massacre of the pioneers of 1812, nor the annihilation of the best part of the city by fire in 1871, daunted the high aspirations of our fathers. May the next century witness strides as rapid as those which carried us from the antiquity of Fort Dearborn to the magnificent city of today, a city toward which the nation is looking as the center of its ideals."

The location and description of the tablets are as follows:

PUBLIC LIBRARY BUILDING.—Reproduction of the original Fort Dearborn in the upper panel. Inscription: "The first Fort Dearborn, built by United States troops, 1803. Destroyed by Indians, 1812." In the lower panel is a reproduction of the second Fort Dearborn. Inscription: "The second Fort Dearborn, erected 1816, abandoned 1832. The centennial of Chicago, 1903."

PALMER HOUSE.—An illuminated design done in majolica, showing two figures, one representing fire and the other smoke encircling a map of the district burned in the Chicago fire. It is surmounted by the letter Y, shield of the city of Chicago, and at the bottom is a phoenix, symbolizing the rebuilding of the city. Inscription: "The Chicago fire, 1871. Burned four miles along the lake and one mile inland, 2,214 acres of ground, 13,500 buildings destroyed, 92,000 people made homeless, and \$186,000,000 property lost."

MASONIC TEMPLE.—Tablet commemorating the establishment of Fort Dearborn Military Reservation. Inscription: "Fort Dearborn military reservation, seventy-five acres, established in 1824. Sold for town lots, 1839. This square reserved for Dearborn Park, City Library erected 1898."

ANDERSON ART STORE, Wabash Avenue and Madison Street.—Tablet containing a bas relief head of Marquette in the upper panel. Inscription: "Father Marquette, a Jesuit missionary. The first white man to visit the Chicago River, 1674."

BOARD OF TRADE BUILDING.—Tablet of La Salle, head in bas relief. Inscription: "The first house erected within the limits of Chicago was built by De La Salle, a French explorer, 1683."

CITY HALL.—Tablet of first and second court houses. Inscription: Upper panel, "The first Cook County court house, erected 1835." Lower panel, "Second court house. Erected 1853, rebuilt 1870, burned 1871. This square reserved from original town site for public buildings 1830."

MONTGOMERY WARD BUILDING, Michigan Avenue and Madison Street.—Tablet showing the mouth of the Chicago River one hundred years ago. In the upper panel are two Indians standing on the shore of the river, while a companion is paddling a canoe in the middle of the stream. Fort Dearborn is seen in the distance. Inscription: "Near this point the Chicago River emptied into Lake Michigan at the time Fort Dearborn was built, 1803."

CHICAGO & NORTHWESTERN RAILWAY STATION.—Tablet of first railway station and locomotive. Inscription: "Near this spot stood the station of the Galena and Chicago Union Railroad. Chartered 1836, ten miles opened 1848." In the lower panel is a reproduction

of a railway locomotive. Inscription: "The Pioneer, first locomotive in Chicago, 1848."

REID-MURDOCH STORE, Lake and Market Streets.—Tablet of wigwam. Inscription: "Here stood the temporary Republican wigwam in which Abraham Lincoln was nominated for the Presidency, May 18, 1860. 'May the Almighty grant that the cause of truth, justice and humanity shall in no wise suffer at my hands.'"

Visitors arriving in the city Saturday night were startled to see a red glow spread over the principal down-town streets, and thoughts of a second Chicago fire flashed across the minds of many as they saw the flare of the flame flash up against the overhanging clouds. It was, in fact, a mimic reproduction of the great catastrophe of 1871, a vivid portrayal of the blaze that partially destroyed, but which did not dismay, Chicago. A steady but slight rain fell during the evening, but notwithstanding this thousands of people stood in the streets for two hours awaiting the spectacle. At half-past eight o'clock a bomb gave the signal to waiting firemen at twenty-eight, street corners in the business district, and an instant later 8,000 pounds of Roman fire burst forth in flames, sending their glare and smoke to the tops of the tallest buildings. The rain which made the streets disagreeable brought the clouds close to earth and they served as a natural background, turning rosy under the play of the fire beneath, and soon the flames themselves, the streets, the crowds and the building were all reflected in the sky. It was as if the heart of the city was wrapped in fire and mantled luridly with smoke. The rise and fall of the flames, as the powder was fed into the blaze, took, in the clouds, the form of waves of vivid color. The sight was impressive and realistic in the extreme.

Chicago's greatness is not entirely due to her commercial enterprize. The church has been a potent element in the general result, even in the earlier days, before there were many houses, and the city may well be proud of the fact that the religious training of its younger generation has never been neglected. It was therefore decided to set aside Sunday, the 27th, for special religious exercises in all the churches and Sunday Schools, and some three hundred ministers devoted their morning sermon to the past, present and future of Chicago. There was a marked similarity in these sermons, although

different ministers treated the subject differently, according to their own personal views. There was an unanimous tribute to the well-known characteristics of Chicago men, their boundless ambition, daring and energy. There was also undisguised criticism of the city government, the condition of its streets and its sinfulness. But every minister's faith in Chicago and in the certainty that, in the fullness of time, it would work out its own solution was unlimited. The criticisms were not carping, but diagnostic, and each one was supplemented by a remedy.

"Civilization laid on the people of Chicago a herculean task," said Rev. Dr. James S. Stone, of St. James Episcopal Church. "The past gave them no favors. They had nothing but the wilderness, the winds, the sun in the heavens, God's blessing and their own strong hands and hearts. But they saw their chance and did their work, and their monument is the city in which we live." Dr. Joseph Stolz, Isaiah Temple, said in part: "This week's celebration will not have fulfilled its whole purpose unless we carry in our hearts and heads the plan of a future city in which our moral and spiritual growth will keep pace with our material triumphs; a city which will be clean and pure, morally as well as physically; in which the civic spirit will also show itself in the anxiety of our best citizens to hold public office; in which the problems of capital and labor receive the most equitable solution." Bishop Cheney drew a bright picture of Chicago's future. Among other things he said: "I see a city physically clean. It is humiliating, but must be confessed, that the distinguishing feature of Chicago is its filth. There it is unrivaled. I am not looking for the impossible, but a Chicago is possible where a higher moral tone and a more sensitive public conscience shall be dominant factors in the municipal life. I see a Chicago, dimly, perhaps, where the sacredness of the family relation shall make abhorrent our present loathsome facility of divorce. I see a city along whose streets children may flock to their schools with innocence undefiled by the foul and shameless advertisements of low places of amusement. I see a city in which the public journal that caters to the lowest element in the city's life shall wither in the fires of popular disapproval."

During the evening of Monday the Chicago Historical Society gave a public reception, 2,000

invitations issued, and its many visitors had an opportunity of seeing its invaluable collection of pictures, documents, mementoes of the city's early days, and other historical objects. The guests were asked to register in an immense book specially furnished for that purpose, and the native Chicagoans affixed the date of their birth, and the old settlers the date of their arrival. The rooms were open every day and evening during Jubilee week.

One of the most interesting features of the Centennial was the industrial parade, given for the purpose of demonstrating the marvelous growth and development of Chicago's industries. This pageant was participated in by military companies, the National Guard, Naval Reserves, detachments from the Police and Fire Departments and surviving members of the old Volunteer Fire Department, the Mayor and City Council, Postoffice employes, independent military organizations, secret societies and representatives of different nationalities in costumes, Foreign Consuls, Indians, Volunteers of America, and floats and decorated wagons, illustrating Chicago's progress in business, commerce, and manufactures. The merchants of the city vied with each other in constructing floats that would most adequately demonstrate the advancement in their particular line, many of them having two or three wagons, each elaborately decorated and appropriately illuminated with incandescent lights. The crowds in the streets were the largest seen in Chicago since the World's Fair. Filling the avenues and streets from the building walls until there was hardly room for the procession to pass through, the people occupied all the available space along the thirty-one blocks of the line of march. Thousands thronged windows, hung on fire escapes and other available points of vantage in their desire to see the floats and marching bodies, resplendent with color, which composed the pageant. The one feature of the parade that aroused the greatest enthusiasm was the band of Indians who marched in single file, the braves arrayed in picturesque costumes and feathers. Mayor Harrison, Chairman Plamondon, the members of the City Council, civic officials, military representatives and invited guests occupied the reviewing stand at the south side of the post-office. Prizes, consisting of four heavy silver loving cups, were offered for the four best displays reviewed in the parade, and were awarded

to the Swedish societies representing the Swedish nation, Mandel Brothers, the Schoenhofen Brewing Company and Garibaldi & Cuneo.

Eighty-one members of the veteran Chicago Volunteer Firemen's Association gave an exhibition run in Michigan Avenue during the afternoon of Tuesday. Drawing one of the old engines which had done service in 1840, the veterans started from the engine house at Washington Street and Michigan Avenue and continued to the Auditorium Hotel, where a large crowd witnessed an exhibition drill and the throwing of water by hand engine, working in shifts. The volunteers wore the red shirts to which they were accustomed in the early days.

During the afternoon descendants of John Kinzie, Major James Whistler, and Lieutenant James Strode Swearingen held a reception at the Auditorium Hotel parlors and renewed old acquaintances, discussed family trees, and dwelt with pardonable pride on the part their ancestors had played in the initial epoch of Chicago's history. At the suggestion of Major Garland M. Whistler, great grandson of Major James Whistler, Mrs. W. W. Gordon, granddaughter of John Kinzie, the earliest white settler, was made presiding officer of the meeting; James Strode Swearingen, of Circleville, Ohio, grandson of Lieutenant Swearingen, was made vice-chairman, and Major Whistler secretary. It was decided to keep a record of the proceedings for the benefit of the descendants of the different families. Each representative of each family registered in a book, now preserved at The Chicago Historical Library.

Wednesday was set aside as "Stock Yards Day," and at least 100,000 visitors took advantage of the opportunity to personally investigate the manner in which hogs, cows, and sheep are slaughtered and prepared for the market. Uniformed guides took charge of the people and conducted them through the various departments, and the entire process, from the killing to the shipping room, where the meat is packed ready for transportation, was viewed with intense interest.

Aquatic sports were held in the afternoon at Lincoln Park lagoon under the auspices of the Amateur Athletic Union and the Chicago Athletic Association. The events consisted of scull races, swimming races, and Indian canoe races, canoe tipping by the Indians, high diving exhibition, and cutter races, and exhibition boat-drills by the Illinois Naval Militia.

A reception by the Daughters of the American Revolution was held in the evening at Memorial Hall, Public Library building. This was one of the most elaborate social functions of the week, and was attended by about 1,500 guests. The invitations were a reproduction of an invitation issued by General Dearborn, Secretary of War, to a reception given by him to the officers of General Washington's staff. The refreshments were of the same character as Martha Washington served to her guests at her levees in New York. The reception hall, assembly hall, and memorial hall were decorated with American and historic flags, masses of palms, and shields of the various army corps. Behind the receiving committee shone the emblem of the Daughters of the American Revolution in electric lights, while opposite were lights of red, white and blue, forming an electric reproduction of the American flag. A company of Continental guards and the Sons of American Revolution, in their uniforms of blue and buff, gave a finishing touch to the occasion.

A celebration of Chicago's centennial anniversary would scarcely be considered complete without a reunion of the men and women who today comprise the city's pioneers. In view of this fact it was planned to hold a reunion of all the early settlers and those who have assisted in the initial development of the city, and on Thursday afternoon a reception was held in Memorial Hall, an informal program being given. Judge James B. Bradwell was chairman of the exercises, and Mr. Albert G. Lane the orator, while short addresses, comprising reminiscences of early days, were made by a number of old settlers. At the conclusion of the program, all those who had been in Chicago fifty years or more were presented with an appropriate souvenir, and their names were recorded in a book which was subsequently presented to the Chicago Historical Society. The afternoon was spent in greetings between old friends and recalling experiences of the past, when they, and Chicago and the world were all younger. And there was no regret that they had lived those earlier days, nor, in the silent handshake at parting, was there any indication that many of them would never meet again on earth.

Thursday evening a banquet to the visiting mayors of leading cities was given in the Auditorium banquet hall, where three hundred

and fifty invited guests listened to songs, toasts and short speeches between the courses. The hall was beautifully decorated with American beauty roses and the national colors. Along the eastern wall on a raised dais was the speaker's table. Joseph Jefferson, the veteran actor, opened the speechmaking and told briefly of his love for Chicago "for old sake's sake," and recited his original memorial poem. Mayor Harrison, in his address, expressed Chicago's deep appreciation of the kindness of the mayors "who had laid aside the cares of office for a few days to come to help us celebrate." Continuing, Mr. Harrison told of the municipal reforms that have been accomplished here. After Mayor Harrison had finished, the toastmaster asked the guests to make their way to the civic mass meeting which was to follow immediately in the Auditorium theatre. At this meeting Mayor Seth Low, of New York, was the orator, his theme being "Civic Federation." On the stage was the famous United States Marine Band, which supplied the music, while back of the musicians was a beautiful stage setting of the river and Fort Dearborn, tepees, trees, canoes, camp-fire and the band of Indians which had furnished the principal amusement for the great crowds that thronged Lincoln Park during the week.

It was quite appropriate that Chicago's centennial celebration should close in a blaze of light and glory, and on Friday night one hundred and fifty thousand people witnessed the greatest display of fireworks seen here since the World's Fair. Out in the lake scores of craft cruised about, varying in size from a small rowboat and diminutive yacht to the big excursion steamers, which were packed to the guards. When the three mammoth fountains, reaching a height of 200 feet, were set off, they lighted the waters of the lake and gave the great crowd a beautiful marine scene not often witnessed. For nearly two hours the vast crowd watched the naval battle, the flying rockets, the floral bombshells, the showers of pearls and the aerial sleighbells, all of which were easily seen from every part of the lake front and for some miles inland. From the discharge of the first bomb, which was a signal for the illumination of the lake front by a chain of lights extending as far south as Park Row, until the bouquet of 3,000 rockets, which indicated the conclusion of the program, there was a constant exhibition of pyrotechnics. The set



The Peristyle.

WORLD'S FAIR BUILDINGS.

Administration Building.

German Building.
The Fisheries.

pieces comprised a gigantic allegorical figure representing Chicago, with a motto bearing the city's greeting; Chicago rising from the ruins of 1871; Fort Dearborn; the silver falls; and the naval battle. A great balloon arose in the air, and upon reaching an altitude of 500 feet a large United States flag was fired to burn until it disappeared over the site of Fort Dearborn.

CHAPTER XXXIV.

GENERAL REVIEW.

BUSINESS CONDITIONS—NOTABLE CITY IMPROVEMENTS IN 1904—FINANCIAL AND TRADE CONDITIONS—LIVE STOCK BUSINESS—GRAIN TRADE—BOARD OF TRADE AFFAIRS—INSURANCE BUSINESS—THEATRICAL MATTERS—THE NEW CITY CHARTER QUESTION—PRACTICAL UNANIMITY ON THE SUBJECT IN THE STATE LEGISLATURE—RESULTS ANTICIPATED IN ANOTHER YEAR.

Chicago is naturally progressive, and each year sees advancement in all branches of industry, commerce, municipal government, manufactures and the various lines of business, as well as in art, literature and the drama. The city's growth has been more marked within the past two or three years than during any similar period, unless it be that immediately following the great fire of 1871.

CITY IMPROVEMENTS.—The most notable feature, perhaps, during the past three years is the advance in building operations in and about Chicago. These show an increase for 1904 of \$10,957,315, or 32.56 per cent over that of 1903, and, with the exception of 1902, exceeding by a wide margin the figures for any year since the boom of 1892. In the marvelous upbuilding of Chicago since 1871 there has never been anything approaching in number, massiveness and beauty the structures in process of erection and completed in the business district during 1904. In this category the following are the more important buildings: First National Bank Building, at a cost of \$3,500,000; Railway Exchange, \$2,000,000; Heyworth Building, \$1,200,000; Northwestern Railway Office Building, \$1,200,000; Majestic Theater Building, \$1,100,000; Strong Building,

\$1,000,000; Otis Building, \$750,000; Rector Building, Orchestra Hall, \$400,000; Fort Dearborn Annex, \$350,000. The number and character of the flat buildings erected during the year exceeded by far anything in the previous history of the city, the increase for the year 1904 being \$7,309,300, or a little over one hundred per cent. Permits issued by the Building Department showed the total cost of construction as being \$45,202,340, as compared with \$33,645,025 in 1903—an increase of \$11,557,315, or 34.35 per cent. The number of buildings authorized during 1904 was 7,132, covering 202,524 feet of frontage. The total transfers of real estate in Cook County for 1904 show a valuation of \$112,575,637, as against \$119,739,645 for 1903.

There were two main causes for the extensive building operations of the year, one being conditions from a material and labor point of view, which were more than ordinarily favorable; the other based upon the fact that even fairly well improved property in desirable localities has been, and is, earning handsome returns on the capital invested. There was a decrease in the amount of residence construction, the total cost of the permits granted in this department aggregating \$2,415,000, indicating a falling off of \$1,293,300 from 1903, when the total was \$3,709,000. Neither was the factory and warehouse construction quite up to the mark of the previous year, the total cost being \$4,646,500, as against \$5,229,300 for 1903.

FINANCIAL CONDITIONS.—The financial conditions in Chicago were wholesome throughout the year, and in no quarter of activity was there over-speculation. The banks adhered to the policy of prudence, and the money market ruled higher than that of New York, rates of interest being seldom below 4 per cent. Among the banks the growth in deposits was relatively and actually larger with the State than with the National institutions. The former had an increase of over \$60,000,000, or 25.7 per cent, in deposits, while the National Banks increased \$37,755,182, or 14.4 per cent. The total deposits with State and National institutions were \$593,397,155—a gain of \$97,787,318, or 19.7 per cent. Against this increase in deposits there was an expansion in loans of only \$22,357,172, or 6.7 per cent. Savings deposits increased over \$14,000,000, or 12.9 per cent. On the Stock Exchange the business in bonds showed an increase of over 67 per cent compared with that of the previous year. The total, however, was

the smallest since 1896, with the exception of 1903. In stocks the volume was 14.4 per cent larger than that of 1903, but was still behind any other year subsequent to 1897. The street railway situation was but little changed, there being no marked activity in the shares of the surface roads. Less than 20,000 shares of West Chicago Street Railroad stock were traded in, and North Chicago fell below 10,000 shares. Chicago City Railway was bought to the extent of approximately 11,000 shares. The bonds of the North and West side companies were relatively as little traded in as the stock issued, due, no doubt, to the unsettled problems connected with the renewal of the expiring charters.

TRADE CONDITIONS.—In the most important lines of wholesale trade the year 1904 showed a record of steady and helpful expansion, in spite of some adverse circumstances. The value remained above the billion dollar mark, there being a substantial gain over the record-breaking figures in 1903 of \$1,050,000,000. In the wholesale dry-goods trade the early months of the year compare favorably with those of 1903, a fair gain generally being reported. During the summer there was considerable lethargy, August and September, the months for market buying, being only fairly satisfactory. A decided change was noticeable, however, as soon as fall business at retail began, indicating confidence and financial strength throughout the country at large. Wholesale trade improved correspondingly, and for the last quarter of the year good business was recorded. In regard to the wool situation some of the fine foreign wools advanced 20 cents per pound. Taking 1904 in the strictly dry-goods business, the volume of trade possibly exceeded that of 1903 by only a small margin. Taking into account the increase of fancy goods allied to dry-goods, it is calculated there was an increase of 5 per cent. In wholesale groceries the volume of business for 1904 was satisfactory, showing an increase over 1903 of possibly 5 per cent. In dairy, farm and garden produce 1904 was, on the whole, a good year, and in many of the staple lines it was one of the most satisfactory in a long period. It was marked by a healthy volume of trade, demands most of the time being sufficient to maintain good prices, and supplies seldom so overabundant as to cause loss of profits or a serious cut in prices. Taking all lines into consideration, it was estimated that there was an increase in

the volume of property handled of about 10 per cent, and possibly an increase in money value of 15 per cent.

Owing to the sharp advance in the price of wheat, the flour production was about 30 per cent larger than in 1903. One of the two milling companies which was obliged to give up its old location on the Chicago River resumed operations at a new site in South Chicago. The other mill, which formerly swelled the Chicago flour output, was moved to Lockport. With one mill running throughout the year the total output was about the same as that of 1903, or 750,000 barrels. While, for one or two periods during the year—notably about the time of the breaking out of the war in the Far East—demand was brisk and the mills made fine profits, yet the business as a whole was unsatisfactory, because the relatively high price of wheat in this country militated against the usual export trade in flour. Local millers, as well as all others in the country, had to abandon foreign business, except for occasional sales at sacrifices in the effort to keep established brands before European consumers. Prices for export averaged about \$5.00 a barrel, compared with about \$3.75 in 1903.

LIVE-STOCK BUSINESS.—In live-stock business during the year was fairly good, and, on an average, the prices received by the producer were satisfactory. In no department of the trade was there cause for radical or violent changes in prices. A feature of the year's business was the unusual demand that existed from the outside. The supply of live-stock for 1904 was enormous, making a grand total of 15,351,000 head, with an approximate valuation of \$263,000,000. This was about 254,000 less than 1903, but nearly 2,000,000 greater than the supply of ten years ago, and twice as large as that of 1884, which emphatically illustrates the growth of Chicago live-stock industry. The year's receipts were divided as follows: Cattle, 3,253,000; hogs, 7,223,000; sheep, 4,500,000; calves, 269,000; horses, 106,000. These totals are exclusive of about 618,000 hogs slaughtered outside of the Stock Yards. The average weight of cattle during the year was 1,033 pounds; hogs, 220 pounds; sheep, 84 pounds; as against 1,039 pounds, 227 pounds and 83 pounds under the same classes in 1903. The only interruption to trade was the Stock Yards labor-strike that was inaugurated in July, 1904. This handicapped the packers seriously for nearly two

months, limited receipts to some extent, and was the real reason that the shipments for the year were proportionally so much greater than the amount slaughtered. Feeders who marketed their cattle early in the year found the market unfavorable, for the prices of feed were high and the original cost of cattle was above normal. After the bulk of the winter feeding had been marketed receipts decreased rapidly, and there was a corresponding improvement in the condition of the market. After the strike was settled there was another rush of cattle to market and the fall months witnessed a marked depression in the trade for all cattle that were below quality. Hog raisers did not receive as much for their hogs in 1904 as they did during several previous years, yet prices averaged well in comparison with a number of years previous. Values for the year were close to a dollar less per 100 pounds than in 1903. In July the strike cut the supply nearly in two, and prices gradually crept up until values were 60 to 80 cents higher than the lowest point in May. Receipts continued small during the next three months, and though packers resisted the advance, values increased steadily and reached the high point in September, when heavy hogs sold at \$4.50 to \$6.30 per hundred, light at \$5.15 to \$6.30, and medium at \$4.85 to \$6.37½. It was at this time that the packers commenced their bear campaign in a strenuous endeavor to reduce prices before the opening of the winter packing season. Their hammering tactics proved effective and the market steadily weakened. Receipts were so light in October that they were not able to make much headway, but in November, when supplies increased rather surprisingly, the decline was rapid, and by the first of December there had been a decrease of 50 cents on the low end and \$1.70 on the top end of the market from the high notch in September. Over 4,500,000 sheep and lambs were received and disposed of at prices which were entirely satisfactory to flock masters. The year's contribution was within a few thousand of the record-breaking run of 1903. Receipts were well distributed throughout the year. At the opening of the year native sheep were selling at \$1.75 to \$4.75, mostly at \$4.00 to \$4.50. A strong export demand added interest to the trade, and was responsible to a large extent for the high standard of prices which prevailed during the spring months. Lamb trade was good and followed closely the trend of sheep values.

There was a healthy increase over 1903 in Chicago's horse trade. While total receipts for the year fell about 13,000 below the record of 118,754 established in 1898, they showed an increase of 500,500 over 1903. It was found that prices were about the highest in the history of the trade since a market was established here. The average price per head in 1903 was \$132.50. In 1904 \$135 was the average price, which placed the valuation of the year's receipts at \$14,295,690, against \$13,455,651 in 1903. With the exception of export trade, demand was good throughout the year. The record price was \$660 for a pair of choice drafters.

GRAIN TRADE.—With regard to grain the Chicago Board of Trade, the greatest grain and provision exchange of the world, is the market to which the surplus produce of the rich farming lands of Illinois, Iowa and other Western States are brought for distribution to all parts of this country and to Europe. Not only are hundreds of millions of bushels of grain brought here annually, but because of the pre-eminence of Chicago as a speculative market, none other in the world approaching it in the aggregate volume of trade in all commodities. Millions of bushels of grain, bought in all parts of the country at harvest time and throughout the year, are hedged against by sales for future delivery in the various pits of the local exchange. For years Chicago was the national gateway for the distribution of the surplus food products of the West to Eastern and foreign consumers, its grain reached a capacity of 60,000,000 bushels, and its unapproached pre-eminence in the grain trade was unquestioned and easily maintained. It is still preëminent, but altered conditions make it necessary at times for Chicago grain-dealers to fight for what used to come to them naturally. The decadence of the Chicago harbor, because of the tunnels under the Chicago River, which make it impossible for modern lake vessels of deep draft to reach the immense elevators which dot its banks, has developed other grain markets and diverted a large part of the grain traffic of the lakes to northern ports. Only small vessels carrying small cargoes can go up the river; it costs more to handle grain in small lots, and in these days of keen competition fractions of a cent count heavily. More than that, the older and smaller boats are constantly wearing out and their number lessening, being

always replaced by larger vessels. The growth of the cattle and hog-feeding industry in the West has kept a large share of the corn crop in the section where it is raised, increased domestic consumption largely and brought about a higher range of prices, thereby limiting the export demand. The development of the gulf ports and favoring railroad rates have diverted in that direction western grain which, in former years, would have gone through Chicago to the eastern seaboard for transshipment to European buyers. Railroad discrimination against Chicago in favor of other Western markets, which made forward strides with the growth of the country, is an evil the Board of Trade has set itself seriously to combat within the last year. It has established a freight bureau, which has already achieved good results in preventing discriminations against this market. For several years the purely speculative department of trade on the exchange has suffered to the benefit of other markets, because the Board, with a high sense of business ethics, put a stop to trading in "puts" and "calls," which was in violation of a statute of the State, although no State officials seemed disposed to enforce it. Either because of a change in Government methods of estimating crops, or from an increase in the consumption of cereal foods out of proportion to the natural increase in population, or to both, the last two wheat crops have been more nearly exhausted than in previous years. Whereas, from a crop of 522,000,000 bushels in 1900, 216,000,000 bushels were exported, from a crop of 637,000,000 bushels in 1903 only 120,000,000 bushels were exported, and the close of the crop year, July 30, 1904, found stocks reduced to an abnormally low level, there being only 14,000,000 bushels in the visible supply, against 30,000,000 bushels on June 30, 1901. Stocks were so low, particularly of choice milling wheat, that high prices prevailed for cash wheat, the range on June 30 being 88 cents to \$1.00. During 1904 receipts of corn were 102,000,000 bushels, distributed from here by lake and rail to Eastern and foreign consumers. The local receipts were more than twice the total exports of the country for the year. The increasing demand for corn for stock-feeding and for various industries kept pace with the marketings throughout the year, and high prices prevailed. The lowest price of No. 2 corn was 42¾ cents, which was touched in January, and from that the price went to

58¾ cents in November. The 1904 crop had a late start, and at first had an apparently poor prospect, as it suffered from unseasonable weather at various periods, and seemed in danger of widespread damage by early frost. But an exceptionally late and favorable fall permitted the maturing of the entire crop, and, according to the final Government report, the yield reached 2,467,000,000 bushels, the finest in quality ever raised, and the second largest in the number of bushels. With high prices prevailing, the new crop began to move early, and during November and December there was a rush to market to catch the high cash premium prevailing. High prices prevailed for oats during eight months of the year, as supplies, especially those of good quality, were short, the 1903 crop having been small and of medium quality. There was little attempt at manipulation, but May oats sold as high as 46¾ cents per bushel and no lower than 36½ cents. July oats sold as high as 42¾ cents. Even after it became reasonably certain a bumper crop had been raised of exceptionally good quality, the final Government figures, fixing the 1904 yield at 895,000,000 bushels, prices yielded slowly, owing to speculative belief in the theory that farmers, having been used to high prices, would market slowly. But the early movement of the new crop was heavy, continuing until stocks of nearly 25,000,000 bushels had been piled up in the visible supply, a record-breaking total. The total receipts for the calendar year in this market were 73,000,000 bushels.

The year's provision trade was uneventful speculatively. The best bulge came in February, following the outbreak of the war between Japan and Russia. At that time May pork sold to \$16.67½, but prices yielded because of declines in grains, good corn prospects, and, finally, a liberal movement of hogs, which sold under \$4.50 per hundred and could be cut at a good profit. Prices generally were lower than the year before and speculation was spasmodic and never heavy. Stocks, as usual, increased liberally in the fall, and prices at the end of the year were not buoyant. There was a fair increase in the number of smaller independent packing concerns in the West, and Western packers showed a general disposition to market their product in Chicago.

BOARD OF TRADE.—The financial condition of the Board of Trade at the end of the year was gratifying, there being a good surplus on hand,

putting the association on a sound basis. The membership was 1,786 and annual dues remained at \$50.00, with an additional special assessment of \$25.00 to retire memberships should they fall to \$3,000 or under. The year was a record one in the number of expulsions, six members having lost their standing on the Exchange for uncommercial conduct, while only one was expelled in 1903, and three in 1902. The bonded indebtedness of the Board is \$1,240,000 in 4 per cent bonds. Memberships held well over \$3,000 the greater part of the year, opening at \$3,050 and reaching the high point in March, when a sale was recorded at \$3,925. The low point came in May, when there was a sale at \$2,950. At no time did the price come within \$300 of the low point in 1903, and the high price was \$200 over the high price of the previous year, but \$425 under the best price of 1902. At the close of the year the price was \$3,150.

INSURANCE BUSINESS.—In the line of insurance the year opened for the Chicago Underwriters' Association by all members renewing their pledges of allegiance to the rules. This had the effect of reducing violations. The numerous Lloyds institutions that operated from Chicago nearly all failed or stopped business. The loss in ratio in Chicago for 1904 was about 55 per cent. The attempt to reduce rates in the city was thwarted by the Baltimore fire. Life insurance companies closed the year with gains in every direction. The large companies showed unprecedented records, while the small and medium companies made conservative advances. Casualty and miscellaneous companies started a movement to organize a national board of casualty underwriters, which is intended to include all classes of companies other than fire and life.

THEATRICAL AFFAIRS.—The theatrical year of 1904, so far as Chicago was concerned, was only about ten months long. It can scarcely be said to have begun until the end of February, and the weeks that preceded the time of commencement were weeks of gloom and worry for all concerned. The new year found every playhouse in the city closed, and it looked for a time as though the terrible disaster at the Iroquois Theater in the closing days of 1903 was destined to put an end to the theatrical activities of Chicago. But these weeks of silence and darkness saw undertaken a series of costly but desirable changes in the

playhouses of the city, and 1904 ended brilliantly, leaving a supply of some twenty-five theaters, which are now about as safe as the most critical and detailed devising fire-fighting authority can make them, and about as comfortable for play-goer and player as can be found in the entire United States. The year, which began in gloom and darkness, ended in bright conditions and smiling prosperity.

THE NEW CHARTER QUESTION.—One of the most important events in the history of Chicago took place November 8, 1904, when an amendment to the Constitution of 1870 was adopted by vote of the people of Illinois. This gave the General Assembly of the State the power to provide "A complete system of local government in and for the city of Chicago." In a comprehensive article published in "The World Today," Francis W. Parker says, in part: "The people were led to believe that a new 'scheme or charter of local municipal government for Chicago,' and not merely one or two little remedial laws, would follow their adoption of the amendment. Doubtless they will demand fundamental and extensive changes. The situation is singularly propitious for a great forward movement in municipal government. The city's resources are unimpaired. The total bonded indebtedness of all local municipal corporations is approximately \$50,000,000, and this amount is abundantly covered by the profitable water-works; the vast property, including water-power, of the Drainage Canal; the school, park and library property, and the public buildings. Taxes are low. Population and wealth are steadily increasing. Many sources of revenue elsewhere worked are here untried. The State is without debt and has an overflowing treasury. National taxation is practically imperceptible. The level surface of the city is broken only by the river, and hence the parks, boulevards, elevated and surface railways, and exterior steam railways can be easily developed as spokes and rims of a series of great wheels of which the heart of Chicago will be the hub. The water and sewer problems seem definitely settled on broad lines, good for decades to come, needing only such developments as are now under way or may be required. The schools, universities and libraries, public and private, are founded and endowed on a scale probably unsurpassed, if equaled, by any other large city in the United States. The essential conditions of a truly great

city are, therefore, present, and no natural obstacle seems to interfere with the city's growth.

Mr. Parker discusses various other questions in connection with the new charter issue in a conservative manner, including the number of members of the City Council and the salaries of the same. As to the former, he favors a liberal representation in numbers, supporting his view by comparison with the larger and best governed cities of England. With reference to the latter question, he argues that the present salary of \$1,500 per annum paid to the members of the City Council should not be changed. He favors, however, the creation of a new and more stately building for the use of the City Government—one which will furnish a substantial and permanent home for the municipal authorities and which, in architectural style and beauty, will be in accord with the wealth and population of the city. The urgency of the latter proposition has been strikingly illustrated by the evidences of decay which have been manifest about the present City Hall within the last few months.

The subject of a new charter is pending before the Legislature at the present time, the manner in which it has been taken up in that body indicating practical unanimity among both the city and country members as to the necessity for such a measure. While there will undoubtedly be differences of opinion among the members in reference to some of the minor details, there is reason to believe that these will be harmoniously adjusted, and that, by the beginning of another year, the city of Chicago will have been brought under the operation of an organic law suitable to its growing wealth and population and to the constantly increasing importance of the measures with which, as a municipality, it has to deal.

CHAPTER XXXV.

CEMETERIES.

EARLY CHICAGO CEMETERIES—LOCATIONS OF SOUTH AND NORTH SIDE BURIAL GROUNDS PRIOR TO 1840—FIRST CHICAGO CITY CEMETERY NOW PART OF LINCOLN PARK—FURTHER BURIALS THERE PROHIBITED IN 1859—ROSE HILL CEMETERY DEDICATED JULY 28, 1859.

To provide with reverent respect for the remains of the dead has been a characteristic

of all civilized nations from the earliest times, and many of the honored burial places in this country will compare favorably, in respect to location and adornment, with the finest and most noted of those in the old world.

In the early days of Chicago, there was no particular spot set apart for burial purposes, each interment being made at or near the residence of the deceased or that of some relative. Those dying within the stockade of Fort Dearborn, where a majority of the inhabitants of the settlement lived, were laid to rest just across the line running east of the Kinzie residence. Those who died with cholera in 1832, found a common burial place on a lot near the northeast corner of Lake Street and Wabash Avenue.

It was not until 1835, when the "Town of Chicago" numbered 3,300 inhabitants, that the people began to feel the need of a public burying ground. Two lots were selected, one on the South Side near what is now Twenty-third Street and the lake shore, containing sixteen acres, and the other on the North Side, near Chicago Avenue and east of Clark Street, containing ten acres. As soon as these grounds were platted and dedicated, interments were prohibited elsewhere within the limits of the "Town."

In 1840 the city became the owner of 120 acres of ground in Section 33, Township 40, Range 14, on the lake, the southern sixty acres of which were laid out and used as the "Chicago City Cemetery." The South Side grounds, at Twenty-third Street, having ceased to be used as a cemetery after 1842, the bodies interred there were subsequently transferred to the "City Cemetery," as were also those buried in the North Side Cemetery, near Chicago Avenue. The City Cemetery was then one and a half miles from town, and supposed to be sufficiently remote for the purpose desired. But in 1858 the growing city had nearly reached it, and Dr. John H. Rauch, a member of the Board of Health, in a paper read before the Chicago Historical Society that year (1858), on the subject of intramural interments, used this language:

"Let immediate steps be taken to prevent all further interments within the corporate limits, and, as soon as practicable, let arrangements be made for the gradual removal of the remains of those already interred (in the Chicago Cemetery), with the ultimate view of converting these grounds into a public

park, which shall contribute to the health, pleasure and credit of our city."

A petition signed by a number of the influential citizens of Chicago was presented to the Common Council, and the Council in May, 1859, ordered that the sale of burial lots in said grounds should cease; and, on February 15, 1860, arrangement was made providing for the interment of such bodies as the city might direct in Rose Hill Cemetery. This arrangement, however, was not carried out, and it was not until 1864 that an ordinance was passed prohibiting any further burials in the Chicago Cemetery. Provision was made for the removal of the bodies to Rose Hill, Graceland, Calvary and other cemeteries, and the land was set apart for a public park, to which the name "Lincoln" was given in honor of the great War President, who had but recently won his crown of martyrdom.

In view of the possibility of this action being taken, and the rapidly growing necessities of the city, which by this time numbered 100,000 people, several leading citizens, in connection with a committee of the Common Council, were appointed for the purpose of selecting a suitable site for a new cemetery. After a careful survey and topographical reconnoissance of the vicinity of Chicago, they selected the grounds which afterwards became, and still are, known as "Rose Hill Cemetery." The land is a gravelly, undulating ridge from thirty to forty feet above Lake Michigan, partly covered with a native growth of trees of several varieties, and being sufficiently above the surrounding prairie to protect the lots from encroachment by water at all times. It is located seven miles north of the City Hall and includes five hundred acres of land, of which three hundred acres are platted and improved.

The company was chartered February 11, 1859, and the grounds dedicated with formal ceremonies, in the presence of eight thousand spectators, on July 28, 1859. The corner-stone of the chapel was laid with Masonic rites, and an address delivered by Dr. H. A. Johnson, representing the Grand Master of the State. The dedicating oration was delivered by Dr. J. V. Z. Blaney, the first President of the Board of Managers.

Rose Hill, thus auspiciously inaugurated, is not only the oldest and largest "City of the Dead" in the vicinity of Chicago, but one of the most beautiful and highly improved. The en-

trance is built of solid stone masonry artistic in design, and makes an imposing appearance.

The last resting places of not a few of Chicago's eminent citizens, during the past, may be found here. The cemetery has its own water-system, derived from an artesian well 2,278 feet in depth, which yields a steady and constant flow of clear, pure water, affording a sufficient supply for ordinary purposes. Besides this, there is a connection with the city water system by means of a large supply pipe.

There are three large lakes in the cemetery, many beautiful and costly monuments and vaults, well-kept lots and shrubbery, and extensive greenhouses for the supply of flowers. A new chapel and crypt, in connection with a receiving vault, was erected in 1900. It is the intention of the company to continue the improvements and beautifying of the cemetery until Rose Hill shall become the most beautiful cemetery in the world.

Ten per cent of the proceeds of the sale of lots is reserved as a fund for the perpetual care of the cemetery grounds. This fund now amounts to over \$100,000, and is rapidly increasing. The interments in Rose Hill up to January, 1905, have numbered nearly 100,000.

The officers of the Cemetery Association are: Henry L. Pitcher, President; A. W. Vercoe, Secretary; W. S. Freeman, Treasurer.

Board of Managers: H. L. Pitcher, Joseph Hutchinson, Clancy J. Dempster, W. S. Freeman, K. V. R. Lansing, Edwin Burritt Smith, Robert F. Pettibone. Superintendent in charge of Greenhouses and Cemetery Grounds, Thomas Wallis; Lot Salesman, Walter Chadband.

CHAPTER XXXVI.

TOWNSHIP HISTORY.

COOK COUNTY FIRST DIVIDED INTO PRECINCTS—
TOWNSHIP ORGANIZATION IN 1850—SUCCESSIVE
REORGANIZATIONS AND PRESENT LIST OF TOWNSHIPS—POPULATION BY TOWNSHIPS IN 1900—
INDIVIDUAL HISTORY OF TOWNSHIPS OUTSIDE
THE CITY OF CHICAGO.

The first step in the creation of political divisions within the territory embraced in

Cook County after its organization in 1831, was the division of the county (for voting purposes) into precincts, of which there were three at the time of the first election in March, 1831—the county then embracing, in addition to its present area, the counties of Lake, McHenry, DuPage and Will. For the next nineteen years county affairs were managed by a Board of three County Commissioners chosen by a general vote. In 1840, Cook County, having been reduced to its present limits, contained fourteen precincts, but in 1845 the number was increased to sixteen. In April, 1850, the county was organized into townships (twenty-seven in number) under an act of the Legislature adopted during the previous year in accordance with the Constitution of 1848, and the first Board of Township Supervisors and other town officers were elected. Under this division the city of Chicago (then consisting of nine wards) constituted one township, the other twenty-six townships being outside the city limits. Of the twenty-six rural townships, two were known, respectively, as South Chicago and East and West Chicago. The number of townships in the county in 1860 was twenty-nine, of which Chicago (then containing ten wards) constituted one township by the same name, while South and West Chicago, having been divided, constituted two separate townships under their respective names, but still outside the city limits. In 1870, by extended reorganizations, the county embraced thirty-three townships, of which thirty were outside the city of Chicago,—which was then divided for township purposes, into three townships, viz.: South Chicago, North Chicago and West Chicago. The same division as to township organization continued until March 25, 1901, when the township of Stickney was organized by act of the Board of County Commissioners, out of the eastern part of Lyons Township. On November 13, 1901, another change came in the organization by the County Board of three townships out of the portions of Cicero Township still outside the city of Chicago. These were named, respectively, Cicero, Berwyn and Oak Park, each having boundaries identical with the villages of the same names. The whole number of townships in the county at the present time (1904), therefore, is thirty-six, of which seven (North Chicago, South Chicago and West Chicago, Hyde Park, Lake, Lake View and Jefferson) are wholly, and five more

(Calumet, Evanston, Maine, Niles and Norwood Park) are partly, within the limits of the city of Chicago. Below will be found the population of the county by minor divisions, as shown by the census of 1900—Stickney Township then constituting a part of Lyons, and Berwyn and Oak Park part of Cicero Township.

City of Chicago (including the towns of North Chicago, South Chicago, West Chicago, Hyde Park, Lake, Lake View, and Jefferson, and parts of Calumet, Cicero, Evanston, Maine, Niles and Norwood Park).....	1,698,575
Barrington Township	1,814
Berwyn Township, included in Cicero Township	
Bloom Township	7,120
Bremen Township	1,881
Calumet Township, portion outside of City of Chicago	6,162
Cicero Township (including Oak Park and Berwyn)	16,310
Elk Grove Township	1,208
Evanston Township	18,721
Hanover Township	1,657
Lemont Township	4,441
Leyden Township	2,270
Lyons Township (including Stickney Township)	8,350
Maine Township, portion outside city of Chicago	5,161
New Trier Township	7,299
Niles Township, portion outside of Chicago	4,030
Northfield Township	2,323
Norwood Park Township.....	3,447
Oak Park Township, included in Cicero Township	
Orland Township	1,296
Palatine Township	2,074
Palos Township	1,074
Proviso Township	15,498
Rich Township	1,421
Riverside Township	1,652
Schaumburg Township.....	1,003
Stickney Township, included in Lyons Township	
Thornton Township	14,933
Wheeling Township	2,984
Worth Township	6,031

Total for Cook County.....1,838,735

While the affairs of the county are controlled by a Board of fifteen Commissioners (ten for the city of Chicago and five for the outlying townships), elected by general vote for a period of two years, the internal affairs of each township are under the direction of the same class of officers—viz.: a Supervisor, Town Clerk, Assessor, and Collector—as in other counties under township organization, except as to the city of Chicago, where, under the provisions of an act, approved May 11, 1901, the powers vested in Town Officers are exercised by the City Council.

(The history of the townships embraced within the city of Chicago has already been treated with sufficient detail in connection with the history of Chicago. The history of the outlying townships is given separately in the following pages.)

BARRINGTON TOWNSHIP.

Barrington Township occupies an entire congressional township (42 North, Range 9 East) is the extreme northwestern township of Cook County, bounded on the north by Lake County, east by the town of Palatine, south by Schaumburg and Hanover and west by Kane County. The surface of the country is generally rolling and somewhat elevated, the soil being a rich prairie loam. About one-fourth of the area was originally covered with timber, the rest being prairie. Settlers began to locate here about 1834, the first to arrive being Jesse F. Miller, and William Van Erdsal, who came during that year. The first frame house in the township was erected by L. W. Kingsley in 1841. The township of Barrington was formally organized in April, 1850, under the general law passed by the Legislature during the previous year. A number of the early settlers having emigrated from the vicinity of Great Barrington, gave the name Barrington to their new home. The town had its present dimensions from the start, and in these there have been no changes to the present time.

Barrington, the only incorporated village in Barrington Township, on the Wisconsin Division of the Chicago & Northwestern Railroad, is located in the extreme northeastern corner of the township, part of the village being in Lake County. A postoffice was established near here on the Lake County side in 1853, but in 1855 was removed to Barrington, with John

Porter as Postmaster. The village was laid out by Robert Campbell in 1854, and the railroad having been built through it, the depot was located here a few months afterwards. The first house in the town was built by Eben Conant about 1850, and for a number of years this was the only house in the place. The first step towards incorporation was taken in 1863, and two years later the village was incorporated by special act of the Legislature, having a population at that time of about 300. In 1872 the village government was reincorporated under the general act for the incorporation of towns, cities and villages. Barrington has a good school system with modern buildings, and the principal religious denominations are represented in good church edifices. There is also a post of the Grand Army of the Republic and a lodge of A. F. & A. M. here.

The population of Barrington Township in 1900 was 1,814, of which 770 was in Barrington village. A portion of the village lying in Cuba Township, Lake County, increases the total population to 1,162.

BLOOM TOWNSHIP.

Bloom Township, in the southeast corner of Cook County, comprises the whole of Town 35 N., R. 14 E., with a strip two miles wide by six long (twelve sections) in Town 35 N., 15 E. Its entire area, therefore, is equal to one and one-third congressional townships. The township is bounded on the north by Thornton Township, east by Lake County, Ind., south by Will County and west by Rich Township. Previous to its organization with its present boundaries in April, 1850, it composed a part of Thornton Precinct. It is crossed by several small tributaries of the Calumet which, while affording ample natural drainage, in its original state presented a pleasing prospect of varying surface diversified by alternating woods and prairie land. During the past generation this has been changed into cultivated farms, while a number of villages have sprung up in different parts of the township. The township is touched on its northeastern corner by the Chicago & Grand Trunk and the Pittsburg & Fort Wayne Railroads, and at the northwest corner by the Illinois Central, while the Chicago & Eastern Illinois passes through the center section from north to south and the Joliet

Division of the Michigan Central from east to west, two miles from the southern boundary.

Chicago Heights, originally named Thornton Grove and still later known as Bloom village, is one of the largest villages in the southern part of Cook County, being credited in 1900 with a population of 5,100. It is situated at the junction of the Chicago & Eastern Illinois and the Joliet Division of the Michigan Central Railroad, twenty-six and a half miles south of the central part of the city of Chicago. The first white settlers in this locality were members of the Wells family who came in the spring of 1833, but removed west with the Indians about 1836. Other early settlers were Samuel Sloam and Morris Murphy, who came in 1835, the latter establishing the first store at Bloom. Benjamin Butterfield, who came from New York State to Lockport, Will County, in 1831, removed to Bloom in 1834, and was one of the first Justices of the Peace in Thornton Precinct. Adam Brown came soon after the Wells family, already mentioned, and built a cabin at the intersection of the Vincennes and the Sac Trail Roads. In 1840 Mr. Brown is said to have planted an orchard and built the first frame barn in that section. According to Andreas' History of Cook County, a number of new arrivals took place in 1836, including Timothy Smith from Indiana, James Bell from Kentucky, John Hume from Michigan, besides John and Robert Wallace, John McEldowney, Sr., and family, John Call, Caleb Sweet, John McCoy and others. The name of the village was changed in 1849 from Thorn to Bloom—the English spelling for Bluhm—in deference to the wishes of the German settlers in honor of Robert Bluhm, the patriot who was executed at Vienna in 1848. The first plat of the village of Bloom was made in 1863. The growth of Chicago Heights, the name by which the locality is now known, has taken place almost entirely within the last ten years.

Glenwood, a station three miles north of Chicago Heights, on the Chicago & Eastern Illinois Railroad, was originally known as Hickory Bend. This locality was settled about 1846, and the village was laid out by Job Campbell and Floris Young in 1871. A postoffice was established here the same year.

A village and railway station named Steger, on the Chicago & Eastern Illinois Railroad, two miles south of Chicago Heights, is situated on the southern border of the township, one-

half being in Will County and the other half being in Bloom Township. The population of the portion of the village in Bloom Township, in 1900 was 357. The population of Bloom Township in 1890 was 1,514, against 7,120 in 1900,—the growth in the intervening ten years being due almost entirely to the development of Chicago Heights village.

BREMEN TOWNSHIP.

Bremen Township embracing the area originally included in Town 36 North, Range 13 East, was organized with its present dimensions in April, 1850, having at that time a population of 250. Previous to this date it was included with Worth, Orland, Palos and Lemont Townships in York Precinct. As now constituted it is bounded on the north by Worth Township, east by Thornton, south by Rich and west by Orland. The surface is diversified, consisting of undulating prairie alternated with groves of timber, the soil being a rich loam, characteristic of the Calumet River region.

Among the early settlers were the Barton, Noble, Newman and Crandall families, although the exact date of their arrival is not known. John F. Coyne came in 1842, and located on a farm in the vicinity of Bremen village in the southwest quarter of the township. His son, John Coyne, Jr., was the first Postmaster in that section, and afterwards served many years as Town Clerk. Dr. Ballard, also an early settler, was the first physician in this part of the country, opened the first store in Bremen village, and later was Postmaster there. A Mr. Cooper, who came here in the thirties, is believed to have erected the first cabin in the township in the edge of what was known as Cooper's Grove, a mile or so northeast of Bremen village. (This was on the line of the road from Chicago to Joliet, and was known before the days of the railroads as the "Old Stage House.") The first house in Bremen village was built by a Mr. Swan about 1842. Another early settler in this locality was Thomas Hitt, who came from Rochester, N. Y., and is said to have planted the first fruit orchard in that section. The first religious meetings in the settlement were held by the Methodists in 1842 at the house of Frank Mynards three miles north of Bremen; the first school was taught in the same locality by a Mrs. Robinson in 1852,

and the first school house is said to have been erected in Bremen village in 1863. This village, which is located on the line of the Chicago, Rock Island & Pacific Railroad, as its name would indicate, was originally settled by Germans and Hollanders. The station is now called Finley Park, and is credited, according to the census of 1900, with a population of 300. Rexford, another station on the same road, is situated in the northwestern quarter of the township. The total population of the township in 1900 was 1,881. The people are engaged almost solely in agriculture.

CALUMET AND WORTH TOWNSHIPS.

Calumet Township, embracing the western half of Congressional Township 3 North, Range 14 East, constituted a part of Hyde Park Township until March 5, 1867, when it was set apart with its present area. By successive annexations, commencing with April 1, 1890, nearly two-thirds of its territory have been brought within the limits of the city of Chicago, composing the southwestern part of the city, leaving about seven sections outside of the city with irregular boundaries. It comprises within its borders parts of the city of Blue Island, and the villages of Morgan Park and Riverdale, of which portions of the two first named are situated in Worth Township, west of Calumet and the third one in Thornton Township on the south. Owing to the close relation of Calumet and Worth Township, in consequence of the location within their boundaries of two of the most important towns in the county, it becomes necessary to treat them in connection with each other.

Worth Township, in the central southern division of Cook County, comprises an area of 36 square miles, identical with Town 37 North, Range 13 East. It is a rich agricultural region traversed by Stony Creek, which discharges its waters into the Calumet, a mile east of Blue Island. Before the organization of Cook County into townships in 1850, Worth constituted a part of what was then known as York Precinct, including the towns of Worth, Bremen, Palos, Orland and Lemont. The township was organized April 2, 1850, with its present limits.

Blue Island was one of the first settled portions of Cook County outside of the city of Chi-

cago. Its picturesque and elevated site attracted settlers at an early day, and the place is reported to have received its name from the impression made upon a party of hunters, that the high ground rising above the mist, then covering the valley of the Calumet and Stony Creek, was an island. Peter Barton platted the village in 1837, and he and Norman Rexford, another early settler, laid out the highway now known as Vincennes Avenue. Rexford was the first settler in this immediate vicinity, having located at what was first called Longwood, now in the northern part of Blue Island corporation, where he erected a comfortable dwelling, which became widely known as the Rexford Hotel. Heber S. Rexford, a brother of Norman, who had come to Chicago in 1832, was also an early settler here, making his home with his brother. Heber S. Rexford was County Treasurer of Cook County at the time of the great fire in 1871, and his brother Norman died at his home in Blue Island in 1883. John Britton, a blacksmith, came in 1837, and Jermanicus Cooley in 1839. The first death in the town was that of a Mr. Wilson, who had settled there in 1837 and died in 1838. The first marriage was that of Uriah Wentworth to the widow Boardman, which occurred at the house of Stephen Rexford, a Justice of the Peace.

Blue Island first received the name of "Portland" from its founder, Mr. Barton; but in 1838 a postoffice was established here under the name of "Worth," with Norman Rexford as Postmaster. In the fall of 1872 a village corporation was organized under the present name, and in the spring of 1902, a city form of government was adopted. Blue Island has a superior water-works system for an interior town, and is well provided with gas and electric lighting systems. The main lines of the Chicago, Rock Island & Pacific and the Chicago & Grand Trunk railroads and a spur-line operated by the Illinois Central furnish the place with ample railroad facilities, besides which it is reached by a trolley line from the city of Chicago. As a consequence a number of important manufacturing enterprises have been established here during the past few years. The total population of the city, according to the census of 1900, was 6,114, of which 2,501 was within Calumet Township and 3,613 in Worth Township.

Morgan Park, one of the most charming residence suburbs of the city of Chicago, thir-

teen miles south of the central part of the city, is reached by the Chicago, Rock Island & Pacific Railroad and a branch of the Chicago and Blue Island trolley line. Morgan Park was a part of Blue Island until 1869, when it was set apart as an independent village. Thomas Morgan was the original proprietor of the principal portion of the village site, and from him it took its name. The following explanation has been given by a Mrs. Greenacre of the name "Horse Thief Hollow," by which this locality was known forty years ago. Near the hill on which Morgan Park is situated, and a little south, is a deep and exceedingly steep ravine. This, in early times, was covered with long grass and thick underbrush, and was not only a very discreet hiding place, but a very formidable fortress for horse thieves. These notable gentry were rather nocturnal in their habits, as they traveled during the night and in the day they were wont to refresh themselves in Horse Thief Hollow. * * * The farmers were confident of the character of this den, having found in it bags of oats and other commodities which proved the use of the ravine for horse-thieves. The bottom of the ravine was stamped into mire by horse hoofs, and once in a while they would find a horse-shoe. The farmers watched these gentry and proved for themselves the purpose of their frequent visitations. The horse-thieves generally traveled by the aid of a buggy, in which they kept all the utensils necessary for their business. Such were the guests who frequented our suburb as late as 1863. * * * The wolves were especially plentiful, and as a matter of course they were mostly engaged in sheep traffic to the annoyance of the farmers."

If this is a correct description of the locality about Morgan Park, it is evident that it has changed materially in the last forty years, as it is now not only the home of a respectable community but the site of several important institutions, including the academy or preparatory department of the University of Chicago, the Scandinavian Baptist Seminary connected with the same institution, and the Morgan Park Military Academy. These institutions have been furnished with ample and imposing buildings. The total population of Morgan Park in 1900 was 2,329, of which 2,157 was in Calumet Township, the remainder being in Worth.

Washington Heights, formerly a village of Calumet Township, north of and adjacent to

Morgan Park, was annexed to the city of Chicago in 1890.

Riverdale, a small village situated on the southern line of Calumet Township, lies partly in Calumet and partly in Thornton, the next township south. In Worth Township there are the small villages of Evergreen Park and Mt. Greenwood, the former having a population (1900) of 445, and the latter of 190.

The total population of Calumet Township in 1900 was 6,162, being almost entirely comprised within the several villages within its borders, while that of Worth Township was 6,031, of which about one-fourth is in the rural districts. Between 1890 and 1900 the population of Calumet Township increased about 50 per cent, while the increase in Worth Township was nearly 80 per cent.

THE CITY OF BLUE ISLAND.

BY M. C. EAMES.

LOCATION AND SURROUNDINGS.—The City of Blue Island lies sixteen miles south of the Cook County Court House, Chicago. Western Avenue, of Chicago, extended southward, becomes the center street of Blue Island. Its territory embraces about three square miles, about equally divided between the Townships of Calumet and Worth, and touching Thornton and Bremen on the south. At the southeast corner, it touches the Little Calumet River, to which point the river is navigable for lake vessels. The population of the city, according to the census of 1900, was 6,174. At the present date (1905) it may be conservatively estimated at 8,000.

TRANSPORTATION FACILITIES.—The location of the city is well adapted to a suburban home, and the superior facilities for transportation leave little to be desired in that respect, as well as its advantages for becoming a prosperous manufacturing city. Five railroads pass through the city. The Rock Island System furnishes unexcelled suburban service, Blue Island being the terminus of its suburban business. This line runs thirty-five trains to Chicago daily, the time required being about 45 minutes each way.

The Grand Trunk, besides its through trains, runs twelve local trains.

The Illinois Central has a branch line over which are run seventeen express trains daily each way, making the time to Randolph Street 50 minutes.

The Chicago Terminal Transfer Company runs twelve trains.

In the matter of railroad business, in addition to general transfers—which are, as a matter of course from the railroad center—the Rock Island System makes this the eastern terminus of its freight business. All transfers for the East are made here, and all freight trains are here made up. The yard room required for this business is over 160 acres, and the number of men employed about 400.

The Belt Line service is conducted by the Chicago Junction Railway Company.

In addition to the suburban service by the steam railways already mentioned, the cars of the Electric Traction Company are in constant operation, connecting by surface line with the heart of the City of Chicago almost as quickly as the steam roads.

A LITTLE HISTORY.—Before the days of railroads, the beautiful wooded ridge upon which the city of Blue Island stands attracted the attention of travelers and home-seekers. From the low lands of Chicago, and the fishing grounds of the Calumet, the elevation of fifty feet—high and dry, and covered with the beautiful forest trees—was a tempting spot, inviting early settlement. On the flat between the ridge and the Calumet River, the point on the government survey marked, “head of navigation,” there was laid out by Peter Barton the plat of a village called Portland, in the year 1835. The feeder of the Illinois and Michigan Canal was to be (and was, later) supplied by a dam built at this point. It was thought that the lake commerce by the Calumet and the inland commerce by the feeder, which was planned to be enlarged into a water-way equal to the canal, would make this location of wonderful commercial value. These expectations were never to be realized, however, as the construction of the railroads spoiled these early calculations. The Rock Island swung its line away from the river and built its depot close to the hill, and Portland was forgotten. But how about the future? From this very point will issue the deep water-cut that is to connect the Calumet and the Drainage Canal, and the next generation may see the realization of that commerce which a former generation dreamed of.

LOCAL IMPROVEMENTS.—In respect to water supply, sewerage and lighting facilities, Blue Island possesses advantages enjoyed by few other cities of its size. The water supply is ob-

tained from two artesian wells, each of the depth of 1,400 feet. The supply is ample for present necessities, but the day is not far distant when an additional supply will be needed to satisfy the ever-increasing demand of a growing population. It is generally believed that the fountain can never be exhausted. The water is absolutely pure and, judging from its source, can never be contaminated with disease germs. The waterworks are managed by the municipal authorities, the power plant being situated at the corner of Vermont Street and Greenwood Avenue, virtually the highest point in the city. The water mains laid are over twenty-eight miles in extent. There are 218 fire hydrants, and the head is sufficient to flood the highest buildings. For fire fighting this is supplemented by three volunteer fire companies, one steam and one chemical engine. The same power used for pumping is utilized to run an electric-lighting plant, for street use, and incidentally to supply private use as well. There are 108 arc-lamps used for street lighting, besides a few incandescents.

A complete system of sewerage was established in 1891, with a six-foot main, discharging into the Calumet River at Division Street. Of this sewer over twenty miles have been completed, and the building progresses every year.

The Northwestern Gas-Light and Coke Company have put their supply pipes into nearly every street, so the choice between electricity and gas for lighting purposes is given to all.

The main streets are paved, mostly with vitrified brick; the sidewalks are (or are to be) wholly of cement.

CHURCHES, SCHOOLS, ETC.—There are ten churches in the city with buildings and organization complete, and at least two in the formative process.

The German Lutheran Church was organized January 23, 1863, with seventy-five members, Rev. M. Ranniker being the first pastor. A substantial house of worship was built of stone and dedicated October 24th of the following year. The church has since been enlarged and beautified, and a chime of bells added. The present pastor (1905) is Rev. Henry Doermann. Connected with the church there is a graded parochial school with 125 pupils.

The Evangelical Friedens Church (German) was organized June 11, 1893, with G. Adolph Neidergesaess pastor, and a substantial brick church was erected during the succeeding year.

This church has a school of fifty pupils receiving general instruction.

The German Methodist Church was organized in the year 1854, with twenty-seven members. Rev. F. Kopp was the first pastor. A church edifice was built in 1855 on Henry Street. The present church building was erected on Vermont Street at the head of Henry, in the year 1891, at a cost of \$5,000. The present membership is about 120. Rev. C. H. Hedler is the pastor.

The Congregational Church was organized in 1861, Rev. Henry Hammond supplying the pulpit. Rev. Lemuel Foster succeeded to the pastorate, serving over ten years. A new church edifice was erected in the year 1901. Rev. Mr. Bessey is the present pastor.

The Universalist Society was organized in 1855, holding its meetings at first in the school house, then in Massey's hall until 1865, when the present church building was erected at a cost of \$5,000. This building has been raised, and a substantial basement of stone construction finished off for parlor and Sunday school rooms. Rev. Francis B. Bishop is the pastor at the present time.

The Methodist Episcopal Church Society was organized August, 1873. A house of worship was completed and dedicated October 24, 1874. The pulpit was first supplied by Revs. Frank M. Bristol and George Chase, who were succeeded for many years by students from the Garrett Biblical Institute. Rev. W. O. Shepperd was the first settled pastor. A fine brick church was erected in 1895, during the pastorate of Rev. W. B. Slaughter, at a cost of about \$11,000. In the year 1904 the church reports a membership of 228, with a Sabbath School of 350. Rev. H. G. Warren is pastor.

The Catholic Church has held services here continuously since 1854, being in the special charge of the Benedictine Fathers from St. Joseph Church, Chicago. In 1861 the first church building was erected and a day-school for both sexes established. The present church, by far the most imposing in the city of Blue Island, was erected in 1890, at a cost of \$40,000. Fathers F. A. Rempe and William Dettmer have pastoral charge of the parish. A flourishing school—an eight-grade grammar-school—is here conducted by the Sisters of Notre Dame, and, in addition to the public-school course, music and type-writing are taught. The present attendance is over 200.

The first school-house in Blue Island was built in the year 1848, located on the site of the present Central School buildings, on Maple Avenue from Vermont to New Street. Daniel Barnard, Mr. Hamilton and Miss Perkins taught in this building. A brick school-house was erected on this ground in 1855, which was enlarged and added to in 1867 to accommodate the Cook County Normal School, which was organized and housed here and brought to a successful state, under the direction of D. S. Wentworth, the Principal. It was then lifted by the County Board—much to the regret of our citizens and, as many thought, in violation of the express agreement under which the school was received and nourished here into vigorous life—and removed to its present location, Englewood. The building, however, was greatly needed for school purposes and is still in use. In addition to the graded school a High School was established about this time and is now in successful operation.

The school buildings are of the most substantial and approved style, except those first built; and most of the modern improvements have been added to them. They are named: Seymour, Whittier, DeWitt, Greenwood and Sanders, respectively. Professor J. E. Lemon is Superintendent, with a corps of twenty-eight teachers for the grammar school and five for the high school departments. The enrollment for all the graded schools is over 1,300, and for the high school, over 100.

PUBLIC LIBRARY.—The generosity of private citizens established and conducted a library for some years prior to 1896, when it was turned over to the municipal authorities and has since been conducted by them. A donation of \$15,000 was accepted from that public benefactor, Andrew Carnegie, for the erection of a suitable building, and thereupon a beautiful library building was erected on York Street, at a total expense of \$25,000.

HALLS AND SOCIETIES.—As for public halls, there is The Blue Island Opera House and the beautiful hall of the Blue Island Leiderkranz. In these days of fraternal societies, Blue Island is not in the back-ground; every society known to modern man—or woman either, for that matter—has found lodgment and encouragement here. They have their halls, of course, and their due amount of vitality. It would be invidious to mention some and not all, so your

compiler will be content to say all are well housed and flourishing.

BUSINESS AND MANUFACTURING CONCERNS.—While Blue Island is emphatically a suburban city, drawing its nourishment from the great city of which it is but a part (Chicago), besides the necessity of supplying the wants of the community with the ordinary store and market commodities, there are some other business ventures that seem to require notice, or at least enumeration.

In a financial way The Commercial Bank of Zacharias, McCord & Co. is a public institution.

The Gilbert & Bennett Manufacturing Company, for the manufacture of wire-netting and like commodities, employs 150 men.

The Chicago Copper Refining Company has its works at the corner of Division Street and Burr Oak Avenue.

Mention has already been made of the yards and freight transfer system of the Rock Island Railroad.

The Northwestern Gas Light & Coke Company, supplying Harvey, Morgan Park, and outlying towns, has its headquarters and manufacturing plant here. The trust known as The Illinois Brick Company, operates five large yards surrounding and touching Blue Island, although none are within the city limits.

MUNICIPAL ORGANIZATION.—The Postoffice—that point of demarcation between the wilderness and civilization—was established in the year 1838. Norman Rexford was the first Postmaster. In the year 1894 a free delivery system was established. F. C. Kile is the present Postmaster (1905).

For many years without form of organization other than that furnished by State and Township laws, the village grew and thrived; but in the year 1872 a petition was submitted and authority granted by Judge Wallace, to hold an election for the purpose of deciding whether the village should be incorporated under the State laws, and on August 27th of that year it was decided, by a vote of 99 to 13, to organize the village of Blue Island. On October 26th the first Board of Trustees was elected, consisting of Richard McClaughrey, Ludwig Krueger, Jacob Apple, Walter P. Roache and Benjamin Sanders. Successive Presidents of the Board have been as follows: Benjamin Sanders, 1872-74; George Luchtemeyer, 1874-75; Benjamin Sanders, 1875-78; J. P. Young, 1878-80; Christian Krueger, 1880-83; M. C. Eames,

1883-84; Christian Krueger, 1884-90; Jacob F. Rehm, 1890-93; Everett Rexford, 1893-94; J. L. Zacharias, 1894-1901.

A change from village to city organization was effected by a vote taken June 1, 1901. The first Mayor elected was J. L. Zacharias, and he is the present Mayor, January 1, 1905. At this date the following are the Board of Aldermen: First Ward—George England, Harry Rohrback; Second Ward—L. Whitson, A. F. Heintz; Third Ward—A. G. Kern, V. B. Schriber; Fourth Ward—W. D. Henke, C. R. Foster; Fifth Ward—G. A. Warren, Max Gese. F. A. Homan has been Clerk of village and city continuously since 1883.

There has been one addition to the limits of the City of Blue Island since its organization. By vote in the spring of 1903, a territory of about one-half square mile, and containing about 800 inhabitants, was annexed. This territory is bounded by Division, Vermont and Wood Streets and Burr Oak Avenue.

CICERO, BERWYN AND OAK PARK TOWNSHIPS.

The Town of Cicero, organized June 23, 1857, with an area of six miles square (Town 39, North, Range 13 E.) has been reduced by successive annexations to the city of Chicago and the setting off of new townships until at the present time (1903) it embraces only five and one-quarter sections. The town was organized as a municipal corporation under a special act of the Legislature in 1867, which was amended in 1869, and under the charter thus created the coporation has existed ever since. The first annexation to the city of Chicago took place in 1869, when nearly twelve sections—a district two miles wide from east to west by six miles long from north to south—were cut off from the eastern portion of the township. Two other annexations in April and June, 1889, took off another strip of six sections from the eastern side of the township, and in 1899 four and three-quarter sections more from the northern part of the township were added to the city. Again, on Nov. 13, 1901, by act of the Board of County Commissioners, three and a half sections were set apart from the northwestern part of Cicero Township under the name of Oak Park Township, and three and three-quarter sections, in the southwest corner of the

original township, under the name of Berwyn, reducing Cicero Township to its present limits.

Among the early settlers of Cicero Township, as it was originally organized, were George Scoville, H. H. Palmer, James W. Scoville, Reuben Whaples, John Beaver, William H. Scoville, Joel G. Phillips, B. F. Livingstone, Joseph Kettlestrings, Peter Crawford, H. P. Flower, Ives Scoville, H. G. Hurd and Gilbert Crawford, who constituted the full list of voters at the first election in 1857. Joseph Kettlestrings has the credit of having been the first settler in what is now the village of Oak Park, locating there in 1833, and buying his land from the Government in 1835. Reuben Whaples, already mentioned, was another early settler, arriving in 1845. Henry W. Austin came in 1856, became an extensive land-owner and in 1865 laid out the village which bore his name but is now embraced within the city of Chicago. The portion of Cook County embraced within the original Cicero Township is one of the most populous and progressive suburban districts adjacent to the city of Chicago, the three townships of Cicero, Oak Park and Berwyn having a population, according to the census of 1900, of 16,310.

The boundaries of Oak Park and Berwyn Townships are both identical with the villages of the same name. Both are what are called "dry towns" and are choice residence suburbs. Berwyn village was incorporated in 1890, being named by P. S. Eustis, after the Berwyn Hills in Wales.

Other villages, originally included within the limits of Cicero Township, but now embraced within the city of Chicago, are Ridgeland, Central Park, Moreland and Brighton Park. The village of Hawthorne became a part of Stickney Township, of which it forms the extreme north-western part.

ELK GROVE TOWNSHIP.

Elk Grove, the middle town of the second tier in the northern part of Cook County, consists of a fractional congressional township (41 North, Range 11 East) containing a little over thirty full sections of land with several fractional sections on the northern border. It is bounded on the north by Palatine and Wheeling Townships, east by Maine, south by Addison Township in DuPage County and west by

Schaumburg. The surface is for the most part undulating prairie drained by Salt Creek on the west and two other branches of the Desplaines River in the eastern portion. The Township receives its name from Elk Grove, so named by the Indians. The first white settler is said to have been Dr. Frederick T. Miner, who built the first house in the central part of the township in the spring of 1834. Others who came the same year were J. A. Barnes, Leander Collins, Caleb Lamb, Thomas Smith, John Whiting, George A. Knowles, Aaron Miner and F. W. Page, while Mark Morse, Ashbel Miner and Silas Wheeler came during the next year. The township was organized with its present limits in April, 1850, and has remained unchanged to the present time. A postoffice was established at Elk Grove, probably as early as 1838, with Frederick T. Miner, the original settler as Postmaster. Mt. Prospect, a station on the Wisconsin Division of the Chicago & Northwestern Road, twenty miles from Chicago, is the only locality in the township which approaches the dignity of a village. The population of the township in 1900 was 1,208, engaged chiefly in agricultural pursuits.

EVANSTON TOWNSHIP.

The town of Evanston was organized in 1857 out of territory which had previously constituted a part of the township of Ridgeville, to which what was known as the "Wilmette Reservation" was then added. Ridgeville had been organized on the adoption of township organization in April, 1850, being one of the twenty-seven townships into which Cook County was then divided, and embracing in addition to Evanston, what on the organization of the latter, became Lake View Township. Previous to this date this region constituted a part of the Gross Point voting district with rather indefinite boundaries. In 1859 the Wilmette Reservation, having been detached from Evanston, was annexed to New Trier Township, and Evanston Township assumed its present dimensions. The township comprises twelve entire or fractional sections of which five are in Town 41 North, Range 13 East, and seven in Town 41 North, Range 14 East, bordering on Lake Michigan. Of these twelve sections four and a half being the southern portion of the township, are now within the city of Chi-



William Busse

cago and the remainder outside the city limits.

The first settler within the present limits of Evanston Township was Philip Rogers, who came from Watertown, N. Y., in 1836, and located on the line of the Green Bay road on the northeast part of Sections 31 and 32 in Town 41 N., Range 14 E. Here he erected a log-house and began burning charcoal, which he hauled to market in Chicago. He finally became the owner of 1,600 acres of land which afterwards became the sites of Rogers Park, Ravenswood, Sheridan Park and Sunnyside Park, much of which is now within the limits of the city of Chicago. His estate passed into the hands of his daughter, afterwards Mrs. P. L. Touhy, whose descendants still reside in that locality. Another settler who came soon after Mr. Rogers was Abraham Hathaway, who built a log cabin within the limits of the present city of Evanston, which he converted into a tavern. These were followed in the next year or two by Edward H. Mulford, Samuel Rohrer, James and John Carney, Otis Munn, John Zender, Paul and George Pratt, Peter Schmitt, Edward Murphy, O. A. Cram and George H. Huntoon, all of whom came between 1838 and 1841, some settling in the Rogers Park district and others in what became the village of Evanston. There were frequent accessions to the population in the next few years and, as previously stated, in April, 1850, Ridgeville Township was organized, Ebenezer Bennet presiding as Moderator at the first election, at which 93 votes were cast. The first town officers elected were Edward Murphy, Supervisor; S. S. Billings, Town Clerk; Philip Rogers, Assessor; Jacob Smith, Collector; Peter Smith and E. H. Mullford, Justices of the Peace; David Wood, Charles Miller and Martin Young, Commissioners of Highways; Otis Munn, Overseer of the Poor, and Andrew Faber and Jacob Smith, Constables. Among the earliest officers of Evanston Township, after it was organized by the division of Ridgeville Township in 1857, were a Mr. Reynolds, Supervisor, and J. B. Colvin, Town Clerk.

VILLAGE AND CITY HISTORY.—Thirty years ago, Evanston Township contained within its limits (in whole or in part) four towns or villages, viz.: Roger's Park, annexed to the city of Chicago in 1893; North Evanston (partly within the townships of Niles and New Trier); Evanston proper, and South Evanston. The last three have now been consolidated into

one corporation under the name of the City of Evanston, the annexation of North Evanston taking place in 1874 and that of South Evanston in 1892. At the present time the corporation of the city of Evanston includes all that part of the township outside of the city of Chicago, with a small portion of New Trier and Niles Townships. The total population of the city, according to the census of 1900, was 19,259 of which 18,439 was in Evanston Township and 820 in Niles and New Trier.

The organization and development of Evanston as a village, and ultimately into one of the most delightful residence cities in the West, has been the result of two potent factors added to an attractive location on the lake shore, viz.: (1) its selection in 1853 as the site of Northwestern University and (2) the construction through this locality in 1854 of the line of the Chicago & Milwaukee Railroad. The Northwestern University was incorporated by act of the Legislature in 1851, and began its career as an educational institution in the fall of 1852, instruction for the first year being given in a building on the site now occupied by the Illinois Trust and Savings Bank in the city of Chicago, which still belongs to the University. In the summer of 1853 a committee which had been appointed to select a site for the university, purchased from Dr. John H. Foster, for that purpose, a tract of 379 acres, to which they made considerable additions by purchases made during the next few years, and this land having been platted and in part sold, furnished a portion of the means for the maintenance of the new institution in its infancy, as well as the principal portion of the University grounds. Evanston became an incorporated town by vote of the people on January 6, 1864, electing six Trustees as follows: H. B. Hurd, C. Comstock, E. Haskins, Prof. H. S. Noyes and J. B. Clough—Mr. Hurd being chosen President of the Board. At the April election held in 1873 a Board of Village Trustees was elected under the General Incorporation Act for towns, villages, and cities, one of the Trustees chosen at this election being Lyman J. Gage, late Secretary of the Treasury, who also became Village Treasurer. On March 29, 1892, the three villages of Evanston, North Evanston and South Evanston having been united, the new corporation took on the form of a city government.

The history of the town and city of Evans-

ton has been, to a large extent, that of the Northwestern University, to which the former owed its origin. Its name was derived from Dr. John Evans, one of the founders of the University, and for forty years (from 1855 until his death in 1897) President of its Board of Trustees. He also served (1863-65) as Governor of the Territory of Colorado by appointment of President Lincoln. The institution, which is co-educational and conducted under the auspices of the Methodist Episcopal church, is one of the most liberally endowed and generously equipped, both as to teaching force and apparatus, as well as buildings, in the country, and during the year 1903, it had a total of about 2,750 students in its various departments. These include Literary, Medical and Law Departments, a School of Pharmacy, a Dental School, a School of Music and Schools of Theology and Oratory—all except the College of Liberal Arts and the Schools of Music and Theology, giving instruction in the city of Chicago. The Medical School, originally Lind University of Chicago, has been associated with the University since 1859, while the Law School was founded the same year under the name of the Union College of Law, taking its present name in 1891. The Garrett Biblical Institute, which represents the various branches of the Theological Department, is a historic institution, which was chartered in 1855 and has been in close cooperation with the University ever since. Besides the Northwestern University, Evanston is well supplied with primary and high schools of a superior class, while the churches are of a high order for a city of its rank, representing all the leading denominations. No other city of its size in the State can boast of having been the home of so many citizens who have been distinguished in the departments of education and philanthropy, in the professions, in finance, or in other branches of business. Among its prominent citizens at different periods have been Rev. R. S. Foster, E. O. Haven, and C. H. Fowler, all of whom served as Presidents of the University and afterwards became Bishops of the Methodist Episcopal Church; Bishop Stephen M. Merrill, Ex-Gov. John L. Beveridge, Lyman J. Gage, late Secretary of the Treasury, now a banker in New York City; Drs. John Evans, N. S. Davis and J. V. Z. Blaney; Gen. Julius White, an officer of the Civil War; Burton C. Cook, a prominent lawyer, legislator and Mem-

ber of Congress; in the department of business, Messrs. Grant Goodrich, Orrington Lunt and William Deering, and not least distinguished, the late Frances E. Willard, who gained a world-wide celebrity as leader of the Woman's Christian Temperance Union, besides many others of wide reputation, whose names might be mentioned in this connection did space permit.

HANOVER TOWNSHIP.

Hanover Township, the most westerly of the second tier of townships in Northern Cook County, bounded on the north by Kane County and Barrington Township, Cook County, east by Schaumburg, south by DuPage County and west by Kane County, was organized with its present boundaries April 2, 1850, comprising the whole fractional township 41 North, Range 9 East. It is drained by the East Branch of Poplar Creek, which rises in the southeast corner of Barrington Township, and, after flowing south and then westerly through Hanover, empties into Fox River south of Elgin. The highest point in the township reaches an elevation of about fifty feet above Fox River. Originally about one-third of the township was timbered land, the principal grove being known as Independence Grove, and later as Hoosier Grove, from the fact that a large proportion of the settlers in that region were from Indiana.

The earliest settlers, as already indicated, were from Indiana, John and George Hammer and Abraham Leatherman coming in 1833. The arrivals between 1835 and 1837 included A. D. Gifford, Guy Adams, Samuel N. Campbell, Daniel Guptail, a Mr. Merrifield, Byrem Smith, and John Guptail, while others who came previous to 1840 were Benjamin Burritt, Luther Herrick, John Hill, Joseph Oatman and a Mr. Primrose. At the first election held April 2, 1850, 85 votes were cast, while the population, as shown by the census of that year, was 672. Leatherman's tavern, a log house in the southwest part of the township, was a notable point at an early day. The first school-house stood on Section 20, near the house of John Hill, the first church was erected by the German Lutherans in the northeast part of the township, while the Baptists erected a church on the Chicago and Elgin Road in 1854. Previous to 1854 the population was engaged solely in agricultural pursuits, but during that year Phineas H.

Smith began shipping milk to Chicago, hauling it to Elgin by ox-team. In 1865 C. W. Gould and I. H. Wanzer established the first cheese factory in the town, and since that time the dairying business in its various branches has grown to very large proportions. From its proximity to Elgin the business is carried on chiefly through the Board of Trade of that city.

Bartlett, the only village in the township, is located on the Elgin branch of the Chicago, Milwaukee & St. Paul Railroad, 30 miles northwest of Chicago. It was platted by Luther Bartlett and the Railroad Company in 1873, about the time the railroad was constructed through the place. The population of the village in 1900 was 360, and that of the whole township, 1,657.

A small portion of the city of Elgin is located within Hanover Township. Spaulding is the name of a country station on the line of the railroad about three miles north of west from Bartlett. The station at Ontarioville, is in the southeast corner of Hanover Township, just north of the southern boundary line, while the postoffice and village of that name, on the south side of the road are in Wayne Township, DuPage County.

LEMONT TOWNSHIP.

Lemont Township, embracing two-thirds (twenty-four sections) of the southeastern part of Town 37 North, Range 11 East, was organized with its present area in 1850, previous to that date being a part of York Precinct, and known as "Palmyra." The township is bounded on the northwest by Downer's Grove Township, DuPage County, on the east by Palos Township, Cook County, and on the south and west by Will County. Its northwestern boundary, while following the section lines in its general direction, follows the southwest course of the Des Plaines River and the Illinois and Michigan Canal, both of which fall within the limits of the township. The line of the Chicago & Alton Railroad, which here runs parallel with and east of the canal, also lies in Lemont Township, while the same is true of the Atchison, Topeka, & Santa Fe line, on the opposite side of the river.

The first white settler in the township was Jeremiah Luther, who located on a claim in the southern part of the township in the fall of

1833. Fobes H. Miner came the same year and, during the following year, came William R. Derby, Orange Chauncey and Joshua Smith, who settled upon the same section with Mr. Luther. At this time it is said there were only one or two houses between Chicago and Joliet. Nathaniel J. Brown, who afterwards became a prominent business and canal contractor and a wealthy citizen of Lemont, came in 1835. He died some two years ago. The beginning of work on the Illinois and Michigan Canal, in 1836, brought many into this vicinity as employes or otherwise during the next few years, a number of whom became permanent residents.

Lemont village began to assume the proportions of a town between 1843 and 1848, as the result of the gathering here of a large number of employes and others in connection with the construction of the Illinois and Michigan Canal. An element which contributed to a large increase in the population was the length of time and the large number of men required to excavate the channel of the canal through the rock strata, which here appeared in most formidable proportions; while the subsequent discovery of valuable building stone, tended to make the increase permanent. It is claimed that the first plat, embracing a considerable portion of the present village, was made as early as 1850, the place then being named "Keepotaw" in honor of an Indian chief of that vicinity. The place also bore the name of Athens for a time, until after township organization in 1850. The development of the stone quarries here began in 1854, and in after years this industry grew to large proportions, employing large amounts of capital and many hundreds of men. The Illinois Stone Company organized in 1852 and the Singer & Talcott Company in 1854, were for many years the most extensive operators in this line. Later the Chicago & Lemont Stone Company, Bodenschatz & Ernschaw, Royer & Corneau and the Excelsior & Riordan Stone Company did an extensive business in the same field. The stone from the Lemont quarries has been in great demand for building purposes, some of it, especially that from the lower strata, known as the magnesian limestone or "Athens Marble," being of superior fineness. The concern now doing the most extensive business in that line is the Western Stone Company, of which Martin B. Madden of Chicago is the President.

While Lemont has a large permanent population consisting of business men and their families, a considerable percentage is made up of employes of the various stone companies, and, as a consequence, the aggregate varies according to industrial conditions. The population of the village, according to the census of 1900, was 2,449, and of the whole township, 4,441.

Sag Station, a hamlet on the line of the Chicago & Alton Railway and the Illinois and Michigan Canal, in Lemont Township, had an existence as a postoffice as early as 1838, but is not recognized as an incorporated village.

LEYDEN TOWNSHIP.

Leyden Township, in the western part of Cook County, embraces the whole of Town 40 North, Range 12 East, except four and a half sections in the northeast corner included in Norwood Park. The township is bounded on the north by Maine and Norwood Park Townships, east by Norwood Park and the city of Chicago, south by Proviso Township and west by DuPage County. It is traversed from north to south through the eastern half by the Des Plaines River, which was originally bordered by timber, the remainder of the surface being chiefly prairie. The reservations granted by the treaty with the Indians at Prairie du Chien in 1829, in favor of Alexander Robinson and Claude Laframboise, half-breed Indian traders—each reservation comprising about two sections—were located along the Des Plaines River in this township. Settlement began early in 1833—four years after the date of this treaty—when David Everett, a Methodist preacher, came from St. Clair County, Ill., and purchased a part of the Laframboise reservation in the southern part of the township, locating with his family in a log-cabin which had been used as a trading post. Mr. Everett was the son-in-law of the early Methodist missionary in Illinois, Rev. Jesse Walker, and his home was the headquarters of Methodist ministers visiting this region for many years. A Mr. Brooks, a Mr. Sherman and a Mr. Higgins, and two brothers, William and Aldrich Rowley, came in 1834, and the next year Ezra and William Ellis, and Samuel and Abel Spencer—the last two buying from Mr. Everett a portion of the Laframboise reservation, which he had purchased in 1833. M. L. Dunlap, who after-

wards engaged in the nursery business and became a prominent citizen of Champaign County, came to this locality in 1844. The Spencers erected a log-house on their land east of the river, which was used for some time as a hotel, afterwards building a hotel on the west side of the Des Plaines. When a postoffice was established here in 1844, it was first called Cazenovia, but later, on the appointment of William Emmerson as Postmaster, it received the name of Leyden Center, which it bore for a number of years under the management of various postmasters and in different localities of the same neighborhood. A plank road was built into this region from the city of Chicago in 1850, and while this work was in progress, the Plank Road Company built a saw-mill at the crossing of the Des Plaines, to manufacture the lumber with which to construct the road. After running this mill eighteen months, it was converted into a grist-mill, but was soon after abandoned. The township was formally organized on the adoption of township organization in Cook County, April 2, 1850, with the name of Monroe, soon after changed to Leyden. The first officers chosen were: M. L. Dunlap, Supervisor; R. W. Everett, Clerk and Overseer of the Poor; William Emmerson, Assessor; Samuel Hummel, Collector, with a number of subordinate officials.

Leyden Township is crossed from the southeast to the northwest by the Elgin Division of the Chicago, Milwaukee & St. Paul Railway. There are no considerable villages in the township, the chief industry of the people being agriculture. The total population, according to the census of 1900, was 2,270, of which 483 belonged to the village of Franklin Park and 333 to River Grove. Mannheim is the name of another station and small hamlet on the Chicago Milwaukee & St. Paul Railroad in the western part of the Township.

LYONS AND STICKNEY TOWNSHIPS.

Lyons Township, up to 1901 embracing Stickney Township, is one of the oldest townships in Cook County, having been organized previous to 1840, as one of the fourteen voting precincts into which the county was then divided. By the census of 1840 it was credited with a population of 207 souls. On the adoption of township organization in 1850, it was reorgan-



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ized with an area of fifty-four full sections, embracing the whole of Township 38 North, Range 12 East, and the western half of town 38 North, Range 13 East,—the population at that time being 965 and the number of votes cast at the first election of town officers 72. This organization continued until March 25, 1901, when Stickney Township was organized from the western half of Town 38 North, Range 13 East, reducing the area of Lyons Township to its present limits. The township, which now embraces the whole of Congressional Township 38 North, Range 12 East, with two sections (5 and 6) in the northwest corner of Town 37 North, Range 12 East, is bounded on the north by Proviso and Riverside Townships, east by Stickney Township, south by Palos and west by DuPage County. Stickney Township as already explained embraces the west half of Town 38 North, Range 13 East, with a quarter-section in the southeast corner Town 39 North, Range 13 East, and is bounded on the north by Berwyn and Cicero Townships, east by Chicago city limits, south by Worth Township and west by Lyons. The Hawthorne race-track is located in the northeastern corner of Stickney Township. The population of Lyons and Stickney Township in 1900 was 8,350 against 5,096 in 1890, an increase in the preceding decade of 3,254, or nearly 64 per cent.

The earliest settlements in Lyons Township were in the immediate vicinity of the present village of Riverside, while others followed soon after in the vicinity of Summit. These were among the earliest localities settled in Cook County outside of the city of Chicago. The first white settlers of this locality were the Laughton Brothers (David and Bernardus), Indian traders, who established a trading station between Riverside and the present village of Lyons, about the northern boundary of Lyons Township, in 1828. Stephen V. R. Forbes, the first Sheriff of Cook County, settled in this vicinity in 1829. Among those who came soon after were Russell E. Heacock, Thomas Flaherty, Edmund Polk, Samuel Mars, John Jay, George W. Beebe, Thomas Butcher, Wilson and James McLintock, Elijah Wentworth, Jr., and others, although the growth at this period was slow. One Joshua Sackett is said to have built the first log-cabin in the present village of Lyons.

Lying in the western tier of townships in Cook County, Lyons Township is traversed by

the Des Plaines River, which flows diagonally through the central portion of the township from the northeast to the southwest, by the Illinois & Michigan Canal, the Chicago Sanitary Drainage Canal, and the Chicago & Alton, the Atchison, Topeka & Santa Fe and the Chicago, Burlington & Quincy Railroads. An inter-urban trolley line also passes through the township, connecting the city of Joliet with Chicago. Several flourishing suburban towns are situated within the township, including La Grange, Lyons, Spring Forest and Summit, with parts of Grossdale, Riverside and Western Springs.

La Grange, the principal village, and the sixth in proportion in Cook County outside of the city of Chicago, is situated in the northern part of the township on the line of the Chicago, Burlington & Quincy Railroad, fifteen miles southeast of the initial station of that road. Years ago it took rank as one of the most attractive of the numerous suburban towns in close connection with the city. The Aurora branch of the Chicago, Burlington & Quincy Railroad was constructed through this locality in 1862, and, in 1871, the village of La Grange, originally known as West Lyons, was laid out by Franklin D. Cossitt, on a part of 440 acres of land originally entered about 1844 by Robert Leitch, a native of Orleans County, N. Y., who here followed the occupation of farming and stock-raising for a number of years. During its history of thirty years, the growth of the village has been steady and well sustained, though never greater than within the past decade. A village government was organized in 1879. The population of the town, according to the decennial census of 1900, was 3,969—an increase of 1,645 (or more than 71 per cent) over 1890, when the population was 2,314. La Grange is connected with Chicago by an electric line.

Lyons, the oldest suburb west of Chicago, is located on the Des Plaines River, in the northeastern corner of the township, just south of Riverside. According to local tradition David and Bernardus H. Laughton, Indian traders, settled on the site of the village in 1828, and, in 1830, the Black Horn tavern, offering entertainment to travelers between Fort Dearborn and Joliet, was in existence. Joshua Sackett is said to have built the first log-house there, and also the hotel already mentioned. A prominent citizen was Stephen White, who first came in 1830, but did not locate until 1840, after

which he served as Assessor, Supervisor and village Postmaster. Lyons had a population in 1900 of 951.

Summit village, on the line of the Chicago & Alton Railroad and the Illinois & Michigan Canal, received its name from the fact that its site is upon the ridge between Lake Michigan and the Des Plaines River. The first house was erected here, according to one report, by Russell E. Heacock, about 1838, while according to another statement it was erected as a hotel by the stage company about 1835, and subsequently bought by Heacock. At all events it was used as a hotel for many years. During the latter years of his life Summit was the country home of the late John Wentworth, who owned a large tract of land here. The village had a population in 1900 of 547.

The principal part of the village of Western Springs is located in the northwestern part of Lyons Township on the line of the Chicago, Burlington & Quincy Railroad. Mount Forest is another small village in the township, while parts of Grossdale and Riverside are within its limits.

MAINE TOWNSHIP.

Maine Township, bounded on the north by Wheeling and Northfield Townships, east by Niles, South by Norwood Park and Leyden and west by Elk Grove, embraces substantially the whole of Town 40 North, Range 12 East—a fractional government township lacking the northern tier of sections. A fractional division of 40 acres in the southeastern corner of the township, formerly a part of Norwood Park village, now forms the extreme northwest corner of the city of Chicago. The township is crossed from north to south through its central portion by the Des Plaines River. The first settler in the township was a Captain Wright, a soldier of the war of 1812, who came in 1832 and settled in Section 22. During the next year came families by the name of Brooks, Edick, Besse and a Mr. Sherman and his two sons. There were a number of important arrivals during the next few years, including the Bradwells (father of Judge James B. Bradwell of Chicago), Socrates Rand, an enterprising citizen who located adjacent to the present village of Des Plaines, which for some time bore his name, the Kennicotts and others. In 1836 came Capt. Mancel Talcott, whose son,

Mancel Talcott, Jr., was afterwards a prominent business man and public-spirited citizen of Chicago. Early settlers were also Captain Hugunin and Judge Hoard, who was a prominent figure in Cook County history. By 1837 came the parents of Thomas P. Robb. The latter, then a youth, afterwards opened the first exclusive wholesale grocery establishment in Chicago, and during the Civil War served as Sanitary Agent for the State by appointment of Gov. Richard Yates, and later filled a number of important positions.

Although an agricultural district, Maine Township contains four villages within its area, viz.: Des Plaines, Edison Park, Park Ridge and Riverview. The population of the township in 1900 was 5,161, of which 3,750 was in the villages and 1,411 in the rural sections. Des Plaines, the largest village, known as early as 1840 as Rand from Socrates Rand, the earliest settler in that vicinity, took the name of "Maine" when the plat was recorded in 1857, but in 1869 the name was changed by act of the Legislature to Des Plaines, and in the following year the first Board of Trustees was elected. The town is situated on the Des Plaines River and the Madison Branch of the Chicago & Northwestern Railroad, sixteen and a half miles from Chicago. It is widely known as a choice residence suburb with prosperous churches and schools, and for over forty years has been the site of the famous Des Plaines camp meeting grounds of the Methodist church. The population of the village in 1900 was 1,666.

Park Ridge, located on the Chicago & Northwestern Railroad, thirteen miles northwest of Chicago, occupying an elevated site overlooking the Des Plaines River, was settled in 1840, and for a time bore the name of "Brickton," from the employment of one of its leading citizens, George W. Penny, as a brick manufacturer. A postoffice was established here in 1858, and about 1873 the village took on its present more euphonious name. Its population in 1900 was 1,340.

Riverview village, on the line of the Wisconsin Central Railroad, had a population, according to the last census, of 406 and Edison Park, 344.

NEW TRIER TOWNSHIP.

New Trier Township, in the northeastern corner of Cook County, was organized on the



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formal division of the county into townships in April, 1850, and has existed with little change in area ever since. The first white settler was Anton Ouilmette (Anglicized Wilmette), a Frenchman who, with his half-breed Pottawatomie wife, was a resident of Chicago at the time of the Fort Dearborn massacre in 1812. By the treaty with the Pottawatomie Indians at Prairie du Chien in 1830, a reservation of two square miles was set apart for Ouilmette, upon which he settled with his wife and family of eight children, the tract receiving the name of the "Wilmette Reservation." In the summer of 1836 a party of emigrants, consisting of seven families from Vermont, arrived in this vicinity, and one of their number, Erastus Patterson, settled on the site of what is now the village of Winnetka, where he erected a log-house, and soon after opened a tavern on the Green Bay Road from Chicago. Others who came to this locality about the same time were Alexander McDaniel and Anson H. Taylor, and during the next year came Philip Marshall and A. M. Talley, who settled where the village of Geneva now is. Other arrivals, during the next two years were those of Wendell Allis and his sons Jacob and John, Harrison Lowe, Simeon Doyle, Joel C. Stebbins, Charles H. Beaubien (a cousin of Mark Beaubien of Chicago), a Mr. Ellis, John Foster, Marcus Gormley and Robert Daggett, settling at various points in the vicinity. Between 1839 and 1850 there were numerous arrivals, and when the township was organized in the latter year, there was a population of 473. The first election for town officers was held at the house of John Garland on the first Tuesday of April, 1850, Jesse Mathison acting as Moderator, and the following officers were elected: James Hartney, Supervisor; John Garland, Clerk; Andrew Hood and Anson H. Taylor, Justices of the Peace; Michael Gormly, Assessor; John Lauer mann, Collector, and Michael Diedrich, Michael Gormly and James Hartney, Commissioners of Highways.

There are five villages within the boundaries of New Trier Township, besides a part of the city of Evanston, viz.: Glencoe, Gross Point, Kenilworth, Wilmette and Winnetka. Of these Wilmette is the largest, having a population according to the census of 1900, of 2,300. As already stated, Anton Wilmette was the first settler, but in 1838 he sold out a part of his reservation and removed to Council Bluffs,

Iowa, whither the Pottawatomie Indians moved the same year. The village of Wilmette was platted in 1869, Judge Henry W. Blodgett, late of Waukegan, being one of its founders. At first it was called Gross Point, but in 1872 it was incorporated under its present name. It is one of the most attractive suburbs of the city of Chicago, being favorably located on the Chicago & Northwestern Railroad, 14 miles from the central station. It presents excellent educational advantages and is the home of a community maintaining a high standard of morality with ample church privileges.

Winnetka, the second town in size, with a population (1900) of 1,833, was platted in 1854 by Charles E. Peck and Walter S. Gurnee, a former Mayor of Chicago. It occupies a site on the top of the ridge of land originally entered in 1843 by Erastus Brown, and is on the line of the Chicago & Northwestern Railroad two miles and a half north of Wilmette. A postoffice was established here in 1856, and the village was incorporated by act of the Legislature in 1869. It is a choice residence suburb, justifying the definition of the Indian name, "Beautiful Land." Winnetka was the scene, on February 12, 1884, of one of the most horrible crimes ever perpetrated in Cook County, in the mysterious and brutal murder in their home of Mr. and Mrs. John L. Willson, an aged and respected couple, who were among the earliest settlers of the village.

Glencoe, in the northern part of New Trier Township, by the Milwaukee Division of the Chicago & Northwestern Railroad, 18 miles from the central station in the city of Chicago, was incorporated March 29, 1869, and according to the census of 1900 had a population of 1,020. It has ample educational and church advantages, and is a growing village, as indicated by the fact that the population doubled between 1890 and 1900.

Gross Point, a name originally used to designate the region along the lake shore in the northeastern part of Cook County, was the first name given to the village of Wilmette, from which it was separated and organized under its present name on March 10, 1874. It lies immediately southwest of Wilmette, and had a population (1900) of 669.

Kenilworth, a choice residence suburb and summer resort, located on the lake shore between the villages of Winnetka and Wilmette, is a picturesque locality noted for its ample and

well kept grounds attached to its private residences and public institutions. Among the latter are a boarding school for girls and college preparatory school for boys. In 1900 it had a population of 336, which is largely increased during the summer months.

NILES TOWNSHIP.

Niles Township, located in the middle northern section of Cook County, immediately north of the city of Chicago and of Evanston Township, contains an area of nearly twenty-five sections all within Town 41 North, Range 13 East, of which a small tract in the southeast part of the township falls within the limits of Evanston, and a small division in the extreme southwest in the city of Chicago. The western part of the township is drained by the North Branch of the Chicago River. The first settler was Joseph Curtis, an Englishman who erected a rude log-cabin in 1838 near the river on Section 17, where he remained until 1846, a few years later returning to England. John Dewes, also an Englishman, located in the same vicinity in 1832 or '33, and about the same time came John Schadiger and Julius Perren, who settled within the limits of the present village of Niles, known for a time as "Dutchman's Point." An important arrival in 1833 was William Clark, who came from Chicago and became a permanent settler. Others who came within the next two years were Christian, John and Frederick Ebinger (brothers), John Plank, John Odell, Robert Robertson, Ebon Crane and John Miller. The latter built a saw-mill, which furnished the first lumber manufactured in that vicinity. About the time of its organization in April, 1850, Niles Township was credited with a population of 408. While no important towns are situated within the township, the location of two railroad lines—the Chicago & Northwestern and the Chicago, Milwaukee & St. Paul—have been the means of attracting a considerable population, especially of the agricultural class. Much of the land along the North Branch of the Chicago River was originally marshy, but has been rendered tillable by a thorough system of drainage.

Of the three villages in Niles Township, Niles is the oldest, the first house having been erected there in 1832-33 by John Schadiger and Julius Perren, who were joined within the next

few years by a number of other settlers, mostly Germans, which resulted in giving the name to that locality, for some time of "Dutchman's Point." The village is situated on the North Branch, one mile north of Norwood Park, now in the the northwest part of the city of Chicago. The date of the adoption of the present name is not known, but was probably about 1850. Being one of the earliest settled sections of the township, the village is well supplied with churches and schools. Its population in 1900 was 514.

Niles Center is located, as its name indicates, near the center of the township. The first house was built within the present limits of the village in 1854, and a postoffice established there in 1864. Its population (1900) was 529.

Morton Grove village is situated on the Chicago, Milwaukee & St. Paul Railway fourteen miles from the central station in the city of Chicago, and less than two miles northwest of Niles Center. The village was platted in 1879, and it has a railway station and postoffice. Its population, according to the census of 1900, was 564, and that of Niles Township 4,030—an increase of nearly fifty per cent during the preceding ten years.

NORTHFIELD TOWNSHIP.

Northfield Township, situated in the northeast corner of Cook County, separated from Lake Michigan only by the narrow strip constituting New Trier Township, embraces a full congressional township (42 N., R. 12 E.) except one and a half sections in the northeast corner which belong to New Trier. The township is bounded on the north by Lake County, east by New Trier Township, south by Niles and Maine and west by Wheeling. The township is traversed through its entire length near the middle division from south to north by the Milwaukee Division of the Chicago, Milwaukee & St. Paul Railroad, while the Des Plaines River flows along its western border. The North Branch of Chicago River drains the eastern portion.

John K. Clark is believed to have been the first settler in the township, although there is some doubt as to the exact time of his arrival, this having been placed by different writers at 1834 and 1836. Thomas Allison, who had come to Chicago in 1832, removed to Northfield in 1837. John Stryker came in 1835, and there were a number of arrivals during the next



M. L. Staples.

year. Dr. John and Levi Kennicott came at an early day, the former being the first physician in this section. The Kennicotts also established the earliest nursery in this part of Illinois. Silas W. Sherman and his son, Joel S., who had come to Chicago in 1833, located in Northfield Township, near Shermer Station, in 1838. Hiram, William and Orestin Shephard were settlers in the same locality in 1839.

Northfield is one of the original townships of Cook County, having been organized with its present boundaries in 1850, with a population of 1,013, at that time the third township in point of population in the county, being exceeded only by townships now within the limits of the city of Chicago. There are no considerable villages in the township, the district being purely agricultural. Oak Glen and Shermer are suburban stations on the line of the Chicago, Milwaukee & St. Paul Railroad, while West Northfield is a postoffice in the southwestern part of the township and North Northfield in the northwest corner. The present population of the township (census 1900) is 2,323.

NORWOOD PARK TOWNSHIP.

Norwood Park, originally containing about nine square miles of territory, of which about one-half belonged to Town 40 North, Range 13 East, and the other half to Town 40 North, Range 12 East, was organized in 1872 from territory taken from Leyden and Jefferson Townships, with a small section from the southwest corner of Niles Township and a smaller division from the southeast corner of Maine. In 1893 a strip covering about two square miles at the northern end of the township in the northeast corner of this area, was annexed to the city of Chicago, leaving the present dimensions of the township a little over seven square miles, bounded partly on three sides by the city, and west by Leyden Township. The first house built in the original portion of the park was that of Mark Noble, Sr. In 1834 Phineas Sherman moved to this section from a claim he had occupied on the Des Plaines River. Other early settlers in the locality were Henry Smith and his sons, Marcellus, Gustavus V. and Israel G.; Ephraim Payne, Ezra Alger, John Pennoyer and two sons. George Dunlap, who was an original settler in Norwood Park village, now a part of the city of Chicago, was a leading fac-

tor in securing the organization of the original Norwood Park Township, first called Norwood from Henry Ward Beecher's novel of that name. The village was situated on the Wisconsin Division of the Chicago & Northwestern Railroad, eleven miles in a northwesterly direction from the terminal station in the city of Chicago. The Cook County Poor Farm and Insane Asylum are located on Section 18 in the southern part of Norwood Park, now known as Dunning, and reached by a branch of the Chicago, Milwaukee & St. Paul Railroad. The population of the township in 1900 was 3,447. There are no incorporated villages in the township.

ORLAND TOWNSHIP.

Orland Township, situated in the southwest part of Cook County, consisting of an entire congressional township (36 N., R. 12 E.), is bounded on the north by Palos Township, east by Bremen, and south and west by Frankfort and Homer Townships in Will County. The early settlers were Henry Taylor, who came about 1834-35, and Thomas Hardy who arrived in 1836. William and Ichabod Myrick and Sydney S. Campbell came in 1844, and George H. Newman in 1845. The township was organized April 2, 1850, with its present limits, previous to that date constituting a part of York Precinct, which was made up of the towns of Bremen, Worth, Palos, Lemont and Orland. The township is traversed from the northern border to the southwest corner by the Wabash Railroad, while the Chicago, Rock Island & Pacific Road passes through the southeast corner. The only incorporated village in the township is Orland Park, although there are several postoffices including Alpine and East Orland. The region is chiefly agricultural. The total population of the township in 1900 was 1,296 of which 366 was in Orland Park village.

PALATINE TOWNSHIP.

Palatine Township, one of the northern tier of townships in Cook County, is an agricultural district embracing a government township (42 N., R. 10 E.), bounded on the north by Lake County, east by Wheeling Township, south by Schaumburg and west by Barrington. The surface is somewhat elevated and gently undulating prairie, with a rich soil. It is drained

by Salt Creek, a branch of the Des Plaines River, which enters that stream from the west. At an early date there were several notable groves in the township, including Deer Grove, Frye's Grove, Englishman's Grove, Highland Grove and Plum Grove—the latter being the location of a historic Indian burying ground to which the Indians made annual visits for many years. Settlement in this township began about 1836, among those who arrived that year being George Ela, Orrin Ford, A. H. McClure, Asa Dunton, Asahel Harris and Russel Andrus.

Palatine Township was organized April 2, 1850, with its present dimensions. One of the early Supervisors was Thomas Bradwell, the father of Judge James B. Bradwell of Chicago.

The only incorporated village in Palatine Township is Palatine, on the line of the Wisconsin Division of the Chicago & Northwestern Railroad, twenty-six miles from the Chicago terminal station. There were four houses on the site of the village when the railroad reached there in 1853, and a depot was built there in 1855. The first postoffice in the vicinity was first located at Elk Grove, but on the location of a station at Palatine, it was removed to that place. The first step for the organization of a village government was in 1866, but in 1869 the town was incorporated by special act of the Legislature.

The population of the township, according to the census of 1900, was 2,074, of which 1,000, or nearly one-half, was in the village of Palatine.

PALOS TOWNSHIP.

Palos Township, embracing the whole of Town 37 North, Range 12 East, except Sections 5 and 6 in the northwest corner of the town, is bounded on the north by Lyons, on the east by Worth, on the south by Orland and west by Lemont Township and Downer's Grove in DuPage County. The northwestern corner is touched by the Illinois & Michigan Canal and the Chicago & Alton Railroad, while the Wabash Railroad passes through the southwestern portion. There being no considerable village in the township, the district is almost wholly agricultural. The population of the township in 1900 was 1,074.

The first white people to settle within the present limits of Palos Township were the Pad-dock family, who located in the southern part

of the township in 1834. Others who came about the same time were Schuyler Brown, Samuel Mahaffey, Robert Lucas, Richard McClaughrey, Uriah and Benjamin Wentworth. M. A. Powell was the first Postmaster in the township, the office being known as Orange and later as Palos. He held the office over thirty-five years.

The township was organized in 1850 under the name of Trenton, which was changed soon after the first election to Palos. The village of Willow Springs, originally in the northwest part of the township is now within Proviso Township.

The township of Palos is interesting on account of the discovery, within its limits, of what bear evidence of being the remains of French or Indian fortifications. Andreas' "History of Cook County," referring to this subject, says. "These ruins, which are situated on the farm of Theodore Lucas, some three miles southwest of Willow Springs, are yet so well preserved as to enable one to clearly trace their former extent and size. From their location on a rising piece of ground, and the area which they once evidently inclosed, the conclusion is arrived at that they were of considerable importance and well designed in their construction for affording refuge and protection to a large number of persons. As to who built them, no one knows; but here is certainly a rich field for the antiquarian who delights to dig among such ancient ruins, in his efforts to bring to light the long hidden mysteries of an almost forgotten past. Thomas Kelly, a farmer living on Section 18, says that, in some researches he has made among these ruins not long since, he found a number of relics, among which was a curiously wrought powder-horn, evidently of an antique pattern, and having on its surface inscriptions in a language which he was unable to read." (For further information regarding these remains, see "*Fortifications, Prehistoric*," *Hist. Encyc. of Ill.*, Vol. I., p. 173.)

PROVISO TOWNSHIP.

Proviso Township, bounded on the north by Leyden Township, on the east by Oak Park, Berwyn and Riverside, south by Riverside and Lyons and west by DuPage County, is one of the middle tier of townships of Cook County lying west of the central part of the city of

Chicago, and embraces an entire congressional township (39 N., R. 12 E.) except four sections in the southwestern corner, which constitute the town of Riverside. The surface is, for the most part, level prairie, with timber along the banks of the Des Plaines River, which traverses the central part of the township through its entire length from north to south, with Salt Creek as its principal tributary from the west. The first settler was Aaron Parsell, who located in the southwest part of the township near Salt Creek in 1832, and in 1833 George Bickerdike and Mark Noble erected a saw-mill on the Des Plaines, a short distance north of the Chicago & Northwestern Railroad bridge. Theophilus W. Smith was, for a time, the owner of this mill and resided near it. A number of other settlers came between 1836 and 1840, some of the more prominent being Ashabel Steel (1836), Thomas Covell, John Bohlander, and J. S. Sackett, James Ostrander, Reuben Whaples and A. B. Kellogg (1837), John Walters (1838), Samuel Giles, Nathan Dodson, a Mr. Noyes, Henry Nesenbrink, Peter Miner, S. Y. Bruce and E. W. Thomas (1840). The township was organized April 2, 1850, there being at that time a population of about 200. Stephen Pennoyer was the first Supervisor. In 1870 the town of Riverside was set off from the southwestern corner of Proviso Township, reducing the latter to its present limits. According to the census of 1900, Proviso Township was the third township in Cook County (excluding the city of Chicago) in point of population, a result due to the fact that several of the most prosperous suburban villages are located wholly, or in part, within its limits—the total population at that time being 15,498.

Maywood village, situated on the west bank of the Des Plaines River and on the Chicago, Great Western and the Galena Division of the Chicago & Northwestern Railroad, was laid out by a company organized by W. T. Nichols of Rutland, Vt., in 1868, and incorporated in 1881. It contains many handsome residences and is well supplied with schools and churches. Maywood Military Institute is located here. The population in 1900 was 4,532.

Harlem, the second village in population in the township, was settled in 1856, by J. H. Quick, who named it after his birthplace in New York. It is situated in the northwestern part of the township, and originally embraced the village of Oak Park, and part of River

Forest. It was incorporated in 1884 and, according to the census of 1900, had a population of 4,085.

Melrose Park Village, northwest of and adjoining the village of Maywood, was laid out by the Melrose Land Company in 1873, and incorporated in 1882. Population in 1900, 2,592.

River Forest village, originally called Thatcher, from David C. Thatcher who settled there in 1856, is located on the east bank of the Des Plaines, and on the Galena Division of the Chicago & Northwestern Railroad. Lake Street, Chicago, continued westward, passes through the southern part of the village and across the Des Plaines River bridge. The village was incorporated under its present name in 1886. Population (1900) 1,559.

La Grange Park, in the southwestern part of Proviso Township, near La Grange Village, has a population (1900) of 730. Parts of the village of Grossdale and Western Springs also lie within the boundaries of Proviso Township.

RICH TOWNSHIP.

Rich Township, which consists of Town 35 North, Range 13 East, located in the southwest corner of Cook County, and bounded on the north by Bremen Township, east by Bloom, and south and west by Will County, was organized April 3, 1850, with its present dimensions, having a population at that time of 168. Previous to that date, with the towns of Bloom and Thornton, it constituted Thornton Precinct. The township is crossed by the Illinois Central and the Michigan Central Railroads. The village of Matteson, situated on the Illinois Central Railroad 28 miles south-southwest from the city of Chicago, is the principal village in the township. It was platted in 1855, soon after the completion of the Illinois Central Road, and the first house was erected during the same year by Charles Ohlendorf. The village is at the intersection of the Illinois Central and Michigan Central Railroads and contains two grain elevators, several country stores and a number of mechanical shops. The population in 1900 was 449.

Richton, another station on the line of the Illinois Central, one mile south of Matteson and near the southern boundary of the township, is a small hamlet with a railway depot and a few

houses. It has not yet reached the proportions of an incorporated village. The total population of Rich Township, according to the census of 1900, was 1,421.

RIVERSIDE TOWNSHIP.

Four sections (Nos. 25, 26, 35, 36), in the southeast corner of Town 39 North, Range 12 East, constitute the Township of Riverside, the remainder of the congressional township being embraced within the Township of Proviso. The first white settlers in this section were David and "Barney" (Bernardus) Laughton, who came as early as 1828 and established an Indian trading post near Bourbon Springs, between the present villages of Lyons and Riverside (See Lyons Township in this volume). Stephen V. R. Forbes, the first Sheriff of Cook County, who came to Chicago in 1829, in the fall of 1831 located where the village of Riverside now is, and later purchased considerable land in the vicinity. The towns of Lyons and Riverside were so closely connected at an early date, that the history of one is the history of the other.

As now constituted, the town of Riverside was organized in 1870, on the petition of a majority of the legal voters being set off from Proviso Township. This was the result of a movement which had been set on foot during the previous year to build up a model village and residence suburb where the village of Riverside now stands. The natural beauty of the location on the Des Plaines River in the southeast corner of Proviso Township early attracted attention, and in April, 1869, the Riverside Improvement Company was organized under a special charter granted by the State Legislature for the purpose of laying out and promoting the building of a town of the character already described. The first step was the securing of a tract of 1,600 acres of land, of which 1,200 acres had previously constituted what was known as the "Riverside Farm," formerly owned by David A. Gage, for many years one of the proprietors of the Tremont House, Chicago.

This land was platted and laid out under the direction of Frederick Law Olmsted, the celebrated landscape architect, gas and water pipes laid, roads, walks and sewers constructed, parks laid out and planted, etc. The lots for private residences were laid out on an ample

scale and many delightful homes have been there erected and, although the growth in later years has not been what was expected, the place is yet one of the attractive suburbs of the city of Chicago. The people are supplied with pure and healthful water from an artesian well 735 feet deep. The population of Riverside Township, according to the census of 1900, was 1,652, of which 1,514 belonged to the village of Riverside and 93 to a portion of the village of Grossdale. A small portion of Riverside village also falls within the boundaries of Lyons Township.

SCHAUMBURG TOWNSHIP.

Schaumburg Township, situated in the northwestern quarter of Cook County, consists of an entire congressional township (41 N., R. 10 E.) bounded on the north by Barrington and Palatine, east by Elk Grove, south by DuPage County, and west by Hanover Township. Many of the early settlers were Germans, hence its name from Schaumburg-Lippe, Germany. The first settler in the vicinity was Trumbull Kent, who came from Oswego County, N. Y., and settled in the southwest corner of what is now Palatine Township, but when the land came into market, entered a tract for his daughter, Alameda Kent, in Schaumburg. During the same year the Bailey family came from New Hampshire and settled in the southeastern part of the township, where the father, Amos Bailey, died in 1863. William H. Denton came in 1836 and, a few years later, Horace P. Williams, who became a wealthy farmer and was one of the founders of the Northwestern University at Evanston. Previous to 1850, the township constituted part of Salt Creek Precinct, but on April 2 of that year it was organized with its present dimensions, having then a population of 489. Being strictly an agricultural and dairying district, the growth in population has been slow, that reported in 1900 being 1,003. Schaumburg Center is the post hamlet of the township, with a few houses, a store or two and one or two mechanical shops. There are several cheese factories in the township, the first having been established in 1873. The Elgin branch of the Chicago, Milwaukee & St. Paul railroad touches the southeast corner of Schaumburg Township.

THORNTON TOWNSHIP.

Thornton Township, comprising the whole of Town 36 North, Range 14 East, and one-third (the western part) of Town 36 North, Range 15 East, bounded on the north by the city of Chicago, east by Lake County, Ind., south by Bloom Township and west by Bremen, was organized as a township in April, 1850. Previous to that date it constituted, with the present Townships of Rich and Bloom, Thornton Precinct. It is drained by the Grand Calumet and the Little Calumet Rivers, and several small tributaries, of which Thorn and Stony Creeks are the principal. It is also crossed or touched by some half dozen railroad lines entering Chicago from the south and east, the principal ones being the Illinois Central, the Chicago & Grand Trunk, the Chicago & Eastern Illinois and the "Big Four."

Owing to the fact that several prosperous manufacturing plants and villages are located in this township, it is one of the most populous in the county outside of the city of Chicago, being exceeded only by Evanston Township. The population of the township in 1900 amounting to 14,933, was surpassed by Cicero and Proviso Townships, but the division of the two last named townships within the past three years has materially reduced the population of each as they now stand. The village of Thornton, near the southern border, is the oldest in the township, and for a number of years it appears to have been the center of population. The first white settler in this vicinity—and believed to be the first within the present limits of the township—was William Woodbridge, who settled on the east bank of Thorn Creek in 1834. A year later he located on land just west of the present site of the village and still later opened the first store in the village. In 1835 came Stephen Crary, Joseph and Sanford Case, and James Farwell, and in 1836 Stephen Spoor, Christian Randall, James Barton, David Crandall, John Blackstone and Don Carlos Berry—the latter opening up the first tavern here during the same year. A postoffice was also established about the same time, and Berry was made the first Postmaster. Joseph Milsted, James Childers and William and Elisha Young (brothers) also came to the township in 1836, and the Young brothers opened a trading station in Thornton. Gurdon S. Hubbard, J. H. Kinzie (of the Chicago Kinzie family) and

John Blackstone built a saw-mill here about 1835 or 1836. The village was platted in 1835 by John H. Kinzie who had purchased the land from the Indians, and Hubbard and Blackstone soon after became his partners. The place was named in honor of Col. W. F. Thornton, then of Shelbyville, Ill., who was one of the first Commissioners of the Illinois and Michigan Canal, and served as President of the Board for a number of years. This appears also to have been the origin of the name of the township. Stone quarries were opened here about 1850.

Harvey City, originally South Lawn village, two miles south of the southern boundary of the city of Chicago, is an important manufacturing center and one of the most flourishing residence suburbs within the limits of Cook County. The first settler in this locality was George Gay, who purchased land and located here in 1870. Three years later, Samuel Delamater, John K. Rowley, Joshua P. and John K. Young and Joseph Collett bought land of Joseph Robinson and the Illinois Central Railroad Company, upon which the village of South Lawn was afterwards located. This appears to have had its origin in the establishment here of the plant of the Hopkins Mower Company in 1880.

In November, 1889, Turlington W. Harvey, a former lumber merchant and manufacturer of the city of Chicago, became interested in the site of the village, purchasing of the Young estate and the Hopkins Manufacturing Company, 640 acres of land at the intersection of the Illinois Central and the Chicago & Grand Trunk Railways and, in May, 1891, the village of Harvey was incorporated. In general outline this embraced the area between One Hundred and Forty-seventh and One Hundred and Fifty-fifth Streets, and between Halsted Street and Ashland Avenue, in the territory extended south of the city of Chicago. Previous to this date there was a postoffice at this point under the name of South Lawn, one hotel and possibly half a dozen dwelling houses. The name given to the village, while in recognition of the part borne by Mr. Harvey in its organization, was at the suggestion of others without his knowledge.

In the spring of 1890 the Harvey land Association was organized with a capital stock of \$1,000,000, and the development of the village into a manufacturing town began. During the first eighteen months after the incorporation of

the village the Association sold lots to the amount of \$1,800,000, or at the rate of \$100,000 per month. In the meantime factories, stores and dwellings were rapidly multiplying and, in April, 1895, the village having then an estimated population of four to five thousand, was incorporated as a city. At the present time the city has fifteen miles of paved streets, many miles of sewer, seventeen and a half miles of water pipe, several miles of gas-mains, with an electrical plant furnishing both power and light. For protection against fires there is a large water tower giving a pressure of 100 pounds, with fire engine and four or five organized fire companies. The principal streets are paved and bordered with cement side-walks, while the parks and boulevards are lined with shade trees. There are eleven churches, two newspapers—"The Harvey Herald" and "The Tribune Citizen"—numerous fraternal organizations and six graded schools, some of them occupying the best school buildings to be found in the rural districts of Cook County, besides the Thornton Township High School erected at a cost of \$60,000.

One of the notable features in the growth of Harvey City, which has taken place almost entirely within the past twelve years, has been the development of manufacturing industries. Of these there are at the present time (1903) fifteen enterprises in operation, most of them working in iron. Some of the most important of these are: the Buda Foundry and Manufacturing Company, engaged in the manufacture of railway supplies and small cars; the Chicago Motor-Vehicle Company, manufacturers of automobiles for commercial use; the Whitney Foundry Equipment Company; the Acme Gas Company, manufacturers of individual gas-plants for factories and Government works; the Chicago Railway Supply Foundry Company; the Great Northern Structural Company, etc. The town has one bank, which was started in the village days and is now in a prosperous condition.

An element which contributed to the popularity of Harvey as a residence suburb in its early history, as well as to its prosperity as a manufacturing town, was the exclusion of the saloon from the city limits, but this feature has since been eliminated by the aggressions of the saloon element. The population of 5,395 according to the census of 1900, is now estimated at 6,000.

Besides three railway trunk lines—the Illinois Central, the "Big Four" (Cleveland, Cincinnati, Chicago & St. Louis), and the Grand Trunk Railway—Harvey City is accessible over the lines of the Chicago Terminal Transfer Company by every railroad entering Chicago from the east. It is also reached by an inter-urban trolley-line from the city of Chicago.

Dolton village in the northern part of Thornton Township, just south of the city of Chicago and at the intersection of the Pittsburg, Cincinnati, Chicago & St. Louis ("Pan Handle") and the Chicago & Eastern Illinois Railways, next to Thornton is probably the oldest settlement in the township. Its first settler was Andrew H. Dolton, who came here in 1846, and was joined by his brothers, Henry B. and Charles H. Dolton, a few years later. In 1868 the village was platted and the first school house built, and a year later a postoffice was established with Andrew H. Dolton as Postmaster. A large proportion of the population are Germans. The Dolton brothers, the founders of the place, were enterprising, public-spirited men who left their impress for good upon the community. The population of the village in 1900 was 1,229. The main line of the Illinois Central Railroad runs a short distance west of Dolton, but is easily accessible from the village.

Lansing, a village and railway station on the line of the Pittsburg, Cincinnati & St. Louis Railway, in the southeast corner of the township, six and a half miles from Dolton, is located on a sandy ridge surrounded by natural meadows on the low lands. The first settlers were John, George and Henry Lansing, from whom the town took its name when platted by John Lansing in 1865. The principal business a score of years ago was the baling and shipping of hay grown in the vicinity. The population is largely German. The village had a population, according to the census of 1900, of 830.

Homewood, a station on the Illinois Central Railroad in the extreme southwest corner of Thornton Township, was platted by James Hart in 1852, under the name of Hartford, and a postoffice was established there the same year. Settlement began in the early '40s, but about 1848-50 many German colonists began to arrive and, in later years the settlement became almost entirely German. The population of

the village in 1900 was 352. The district is almost entirely agricultural.

South Holland, a station and village in the central part of the township three miles south of Dolton, dates its origin back to 1847, when immigrants from Germany began to come in and laid the foundation of what was long known as the "Dutch Settlement." The community, while almost solely agricultural, is one of the most prosperous in the rural portions of Cook County. The village numbered a population in 1900 of 766.

West Hammond, situated in the northeast corner of Thornton Township, one mile south of Chicago city limits, is the result of the overflow of the city of Hammond, Ind., from which it is separated by the state line. The first settler in this vicinity was E. W. Hohman who located there in 1849. Besides the Michigan Central Railroad, the village has convenient access to the Chicago & Erie, the New York, Chicago & St. Louis, and the Western Indiana Railroads. Like its Indiana neighbor, West Hammond is a manufacturing center and has a rapidly growing population. It was incorporated as a separate village in 1892, and in 1900, had a population of 2,935.

Other villages and stations in Thornton Township are Riverdale, just south of the Chicago city limits on the Illinois Central, and the Pittsburg, Cincinnati, Chicago & St. Louis Railways; Dolton Junction and Thornton Junction.

PREHISTORIC REMAINS.

Thornton Township, like Palos in the western part of Cook County, seems to have been once the home of a people who left evidence of their occupation of this region at a very early day, but without furnishing conclusive evidence as to who they were or the date of their presence. The following paragraph relating to these prehistoric remains is taken from the valuable "History of Cook County," published by A. T. Andreas in 1884:

"When the first settlers arrived at Thornton, they found the ruins of what had evidently been Indian fortifications occupying the site of the present town. The ruins consisted of outer ditches or trenches and, inside of these, were the works or fortifications proper. On the banks of these, trees apparently not less than one hundred years old, were growing, which only furnished abundant proofs of the indisputable antiquity of the ruins. When

Joseph Case arrived here he used frequently to talk with the Indians about the origin of the remains, but could only learn that, with them, it was supposed they were built by the French explorers, many years before. In 1871 Ira Gardner dug up a number of skeletons in the neighborhood of the fort, which he states were, in his opinion, those of white men rather than of Indians. He also, in the same year, dug up in the garden specimens of pottery, flint arrow-heads, a stone-chisel and a pair of stone bullet-molds. It is claimed by some that these relics belonged to the Southern Indians who, at one time before they were driven still farther south by the more warlike tribes of the North, had possession of this portion of the country."

WHEELING TOWNSHIP.

BY DR. JAMES ELLISON BEST.

The Township of Wheeling lies in the northern part of Cook County, bounded by Lake County on the north, Township of Northfield on the east, Maine and Elk Grove on the south, and Palatine on the west, containing thirty-six Sections. The soil is a rich prairie loam. In the main the surface is quite level, but sloping gradually to the east, and is drained by four unnamed creeks which empty into the Des Plaines River; the latter flows in a southerly direction along the eastern border of the township, its bed lying partly in Wheeling and partly in Northfield Township. A strip of timber about three-fourths of a mile wide lines its eastern bank, and is divided about equally between the two townships. The absence of timber upon its western bank was probably due to the annual prairie fires started by the torch of the aborigines, which destroyed all perennial plants. The river, serving as a barrier against the fires from the west, afforded protection to the timber on the eastern bank. The western border of the township reaches nearly, or quite, to the divide between the Des Plaines River on the east and Salt Creek on the west, its altitude being about seven hundred feet above sea level. All the water from Wheeling flows to the Des Plaines River, while the water from Palatine flows through Salt

Creek, south, except that from the two northeast sections, which flows east through Wheeling to the Des Plaines.

Prior to settlement by white men this region was occupied for sixty-four years—viz.: from 1769 to 1833—by Pottawatomie Indians; previous to that by the Miami Confederacy, who occupied this region at the time of La Salle's first visit in 1681, which is the remotest period known to the historian regarding this section.

The first settler in what is now Wheeling Township, was a Mr. Sweet, who arrived in March, 1833, selected a claim on Section 13, and built a cabin in which he lived until the following September, when he sold his right of squatter's claim and his cabin to George Strong, who became the first permanent white settler in the township. At that time, his nearest neighbor on the north was a Captain Wright, who was said to be the only settler between the Strong place and Waukegan.

On September 26, 1833, the treaty with the Pottawatomies was ratified, after which settlers came in considerable numbers. Almost immediately afterward Timothy Titcomb settled on Section 13, just north of Mr. Strong. In December General Peet located where his son, A. W. Peet, afterward lived.

In 1834 William B. Clay and his two sons, John B. and E. H., settled on Section 2. S. M. Salisbury also settled on Section 2, James Mackey on Section 24, Christopher and Daniel Stanger on Section 13, and Christian Stryker on Section 12. In 1835 came Peter Gebhart, who afterward sold out to Henry Miller. Joseph Filkins had located a claim in 1834, built his cabin and moved his family into it in 1835. The same year Isaac Martin, Matthew Chivel, Thomas Bradwell and other settlers arrived. About eighteen log cabins were built during the year.

In 1836 the well-to-do William Hopps located on Section 3. Into his house Satan afterward entered, and the first and only murder in the township occurred, Hopps being acquitted of the killing of his wife on the plea of insanity, through the exceptional ruling of Judge McAllister, at which the public was greatly incensed. Hopps finally died in the Poor House at Dunning.

In March, 1836, Asa Dunton and his two sons, William H. and James, came from Oswego, N. Y. They passed through what is now the site of Arlington Heights, selected their claims and went on to Deer Grove in Palatine Town-

ship, where they were among the first actual settlers. The next year they returned and located on Section 29.

Ephraim and Charles Morrison settled on Section 11, in 1837, Conrad Miller came the same year. George Metz located on Section 12. His brothers-in-law, Ludwig Fischer and George Graff, came soon after, together with many others whose names cannot now be ascertained. During this year the government survey was made, after which settlers came in more rapidly than before.

The population in 1900 was 3,010. Only three are now (1900) living in the township who came before 1837, viz.: Luther W. and John B. Whiting and D. K. Draper, who settled in Elk Grove, but for many years have been identified with Wheeling.

In 1833 a territorial council was held in Detroit, of which Governor Doty was a member from Wisconsin. He made a motion that a mail route be opened from Chicago to Green Bay by way of Milwaukee. The motion prevailed and Juneau, the founder of Milwaukee, took the contract. The mail was carried by stage coach, following an Indian trail which led northwest from Chicago, and probably extended to Green Bay, the former home of the Pottawatomie tribe. This road passes through the northeast corner of Wheeling Township, and is now known as the Milwaukee Road. The road was surveyed in 1835 as a post-route under direction of the War Department, and is on record at Washington, D. C. The first settlers in the township located along this road.

In 1836 a road was laid out from Sand Ridge crossing the Des Plaines River at Rand's place. This road passes diagonally, from southeast to northwest, through Wheeling Township, and is known as the Rand Road. It is said to have been an old military trail leading from Chicago to Fort Atkinson. Later, it was used for a time as a stage-line and post-route. This road was surveyed under direction of the War Department as a post-route and is on record at Washington.

By an act of the Legislature in 1839, a road was laid out from Naperville, via Babcock's Grove, Meacham's Grove, Elk Grove, and Buffalo Grove, to Indian Creek (now Half-Day), which is said to have been the extension of an old mail-route from St. Louis to Naperville. It passes nearly through the township from south to north, then east a mile and a half,

then north, and is known as the State Road.

In 1840 Thomas Bradwell and others petitioned for a road leading from Wheeling to McHenry via Buffalo Grove and Long Grove. It was laid out by the Court Commissioners of Lake County in 1842. This road continues west from Wheeling. After it passes the branch to Buffalo Grove, to the point where it meets the State Road, it is not on record. The remainder of the roads in the township were laid out by township authorities, after organization, which occurred in 1850.

Improvement of the roads was made principally by the people working out the amount of road taxes under the pathmaster system. The work consisted largely of grading and building bridges. Owing to the level surface and sticky quality of the soil, in wet weather, the roads were nearly impassable.

In 1874 some gratuitous work of graveling was done on the road leading west from Wheeling. The following year an organized effort was made by the County Commissioners and Township Highway Commissioners, viz.: Peter Beyer, Philip Hart and Henry Engelking; afterwards C. Schoenbeck and others were instrumental in continuing the good work, until there are now but three or four miles of ungraveled roads in the township.

PUBLIC SCHOOLS.—There are no records connected with the schools of this township of an earlier date than April 6, 1857. At that time there were ten districts, some of which have been united and, at the present time, there are but seven, besides one union district embracing portions of Wheeling, Maine, and Elk Grove Townships, the school house being located at Mount Prospect in the last named township.

ST. MARY'S TRAINING SCHOOL.—In the early 60's the first orphan asylum and reformatory for boys for the Catholic diocese of Chicago was incorporated and located in the southwestern part of the city, which was then a rich prairie. The institution pursued the even tenor of its way until the winter of 1871, when it was obliged to do heroic work in caring for hundreds of children left destitute by the great fire. The Christian Brothers were then in charge of the asylum, and many were the sacrifices they patiently underwent for the benefit of the boys.

In 1882 the asylum proving inadequate for its purpose, the late Archbishop Feehan, with the assistance of the diocesan clergy, secured the

present site of Feehanville as a home for the St. Mary's Training School. It is situated on the Wisconsin Central Railway, in the southeastern part of Wheeling Township, on the Des Plaines River. In 1899 all of the buildings were burned. Immediately after the fire, steps were taken to rebuild on a much larger scale, anticipating an expenditure of \$800,000 and the accommodation of 1,000 inmates.

ARLINGTON HEIGHTS is situated in the southwest part of the Township on the Wisconsin Division of the Chicago & Northwestern Railway, twenty-two and four-tenths miles from Chicago. In 1854 the railroad station was built. For a short time it was called Elk Grove Station, but later was named Dunton, after the owner of the farm, W. H. Dunton, on whose land the original town was platted Nov. 3, 1854. The same year Dr. F. T. Miner built a store at the corner of State Road and Park Street. During the year Henry Huxsell opened a store on the State Road, Stephen Briggs a hotel at the corner of Campbell and Evergreen Streets, and Meyer Blum a meat market. The first residence in the place was the farm house of Wm. H. Dunton, built in 1845.

In 1855 the Post Office was established with Asa Dunton as Postmaster, the office being kept in W. H. Dunton's house; W. G. Wing erected a store on the State Road; two blacksmith shops were started, one by a Mr. Page, the other by John Fleming; Wm. Wallace opened a wagon shop and James McGrath built the second residence.

A store was started in 1856 by J. V. Downs & Co., on Dunton Street; a shoe store by John King; a hotel by Fred Tesch on Dunton Street; John H. Gale established a hardware store on the northwest corner of Dunton and Campbell Streets, John Klehm started a nursery, which has steadily grown until it now covers one hundred acres, and is one of the finest in the Northwest. His greenhouses number fifteen.

In 1857 James Dunton and Young W. Miller started a store on Dunton Street, and in 1860 William De Long a tin-shop; Jacob Sigwalt a hotel. Ira Woodruff built a hotel north of the railroad on Evergreen Street. Enoch Williams erected a cheese factory in 1861, which he afterward sold to Heinrich Brothers.

In 1862 C. Rehling started a meat market. In 1863 Johnson and Peter established a grain elevator and lumber yard, which they sold in 1871 to C. Geils, who added a sash and door

factory. C. Taege started a hardware store in 1863, and the following year Henry Weinrich became partner in the business. In 1865 James Shiner built a grist-mill, which he sold in 1870 to Konrad Kolling & Sons. Charles Reisner started a shoe store in 1866. The next year C. Volz opened his furniture store and undertaking establishment. In 1868 Joseph Bray engaged in the hardware business and, five years later built the first brick store in the town, located on Dunton Street. The same year Meyer Blum purchased the Madison House, and G. A. Schmidt opened a meat market. In 1869 Henry Luttge bought the store of Charles Degen and went into business. In 1874, with Taege & Weinrich, he replaced their wooden buildings with substantial brick ones.

The Bottling Works of F. W. Muller were established in 1872. David Peter and Tewksbury built an elevator. Later, John Kolberg opened a store, which he sold to William Batterman, who built his brick store in 1891. In 1872, a weekly paper, the "Cook County Herald," was started by Frank Holton. It was afterward conducted by W. C. Williams, who sold to George Bugbee, who, in turn, sold to H. C. Paddock, the present editor and publisher.

During this same year (1872) Henry Flentie opened a blacksmith shop, Charles H. Lorenzen a wagon shop, and Henry Bolte a shoe store. The latter replaced his old building with a brick one in 1897.

In 1874 the name of the village was changed to Arlington Heights. Railroad Park, north of the track, was improved and elm trees planted. Henry Behlendorf erected a store on Dunton Street, and went into business, and E. M. Thomas opened the first drugstore at the same time and place. J. W. Burkitt went into the jewelry and hardware business, but sold out the latter in 1884 to R. Bray and A. T. Kates, who still continue the business. In addition they manufacture creamery and dairy supplies in a large two-story brick factory, built by them in 1897. Since then Bray & Kates have made extensive improvements in the size and number of their buildings, including the erection of a tin-house 40x60 feet for the manufacture of their own tin and tinware, in which they employ about one hundred people, including both sexes. They employ about forty men.

In 1876 Dr. J. E. Farwell opened a drug-store, and John Sigwalt, Jr., & Co., established a Sewing Machine Factory and foundry. After

two years they formed a joint-stock company under the name of the Sigwalt Sewing Machine Co., with a capital of \$75,000, and carried on business from 1878 to 1883, during which time they manufactured 40,000 machines. In 1883 the corporate name was changed to the Diamond Sewing Machine Company. The plant was burned in 1895. It was rebuilt as a Machine Works and Foundry by James H. Harris, who employs 75 men and is doing a prosperous business.

In 1880 Peter Morse opened a bakery. In 1882 F. E. Davis engaged in the mercantile business. W. M. Dyas established a drugstore; the next year J. A. Kennicott, C. Geils and Henry Meyer constructed an ice house and excavated a pond. Mr. Meyer soon after purchased the entire property. The following year E. P. Muller succeeded F. Pfeiffer in the management of the grain elevator; two years later F. Stuenkel became his partner. They were succeeded by S. E. Pate in 1894. Peter Hartman opened a shoe-store in 1887. The year following, U. Reese started a livery stable, and in '98 a furniture store and undertaking establishment.

January 18, 1887, the village of Arlington Heights was incorporated. For the first few years the public improvements consisted mainly in lighting and grading the streets and building sidewalks. In 1897, F. W. Muller, President of the Village Board, with others, began more permanent improvements, by draining, curbing and grading North Dunton Street. In 1899 Charles Sigwalt, as President of the Board, with others, began a general drainage system for the entire village.

The Chicago & Northwestern Railway constructed a double track and built a new depot in 1892. The next year the parks on the south side of the tracks were improved and maples planted. The same year F. Redeker engaged in the mercantile business and six years later built his brick store on the corner of Campbell and Vail Streets. Julius Berbecker & Sons established a cabinet hardware and upholstery wholesale business in 1894. August Kelling rebuilt his hotel with brick. N. Volz & Weidner succeeded C. Geils in the grain elevator. George H. Allison purchased a warehouse of J. W. Burkitt. Three years later he sold to L. G. Helm, who added a lumber yard.

In 1895 the Magnolia Metal Works, whose main office is in New York City, built a branch



J. R. Harris

factory here for the manufacture of Babbitt metal, with Wallace Beardsley as superintendent. In 1898 John Busch built a hotel corner of Vail and Campbell Streets.

Those engaged in business at present—not previously named—are: F. Seiberg, hardware merchant; E. Seiberg, meat market; H. J. Lorenzen, store; R. Lauterberg, hotel; William Schrader, hotel; A. Blum, hotel; Henry Boeger & Sons, lumber yard and planing mill; R. C. Nehls, drug-store; F. Haker, furniture store; C. Schiffman, restaurant.

In 1901 The Arlington Heights State Bank was organized with a capital of \$25,000. The officers are: E. N. Berbecker, President; William Thiemann, Vice-President; B. B. Castle, Cashier. Directors: P. V. Castle, J. W. Burkitt, E. P. Muller, William F. Meyer, William Bresse, J. V. Whiting.

During the same year Peter and Volz purchased the foundry and machine shop of the James H. Harris estate, and are doing a thriving business, employing about sixty men. In 1904, Otto Landmeyer having formerly purchased the hardware store of Bray & Kates, made substantial additions.

In 1902 system of city water works was begun by general taxation under the administration of Charles Sigwalt. That year about 4,000 feet of six and eight inch water mains were laid.

In 1903 a sixty thousand gallon steel tank and tower were erected at the corner of Chestnut and Hawthorne Streets (altitude of tower 95 ft.) A reservoir and pumping station of ample capacity to anticipate the growth of village was located at the Town Hall at a cost of about \$10,000. A petition is now pending in the county court to complete the laying, by special assessment, of mains throughout the village, the estimated cost being \$28,000.

In 1903 E. Winkleman replaced the old Madison House with a handsome brick structure and U. A. Reese built a fine two-story brick furniture store at the corner of State Road and Park Street.

During this year nearly forty new dwellings were erected, most of them being of substantial character, making the largest growth in the history of the village.

The population of the village in 1900 was 1,380.

CHURCHES.

THE FIRST PRESBYTERIAN SOCIETY of Arlington Heights, was organized Sept. 28, 1855, with W. H. Dunton, Wm. Scoville and E. A. Allen as trustees. The church was organized in 1856, the Rev. D. H. Kingsley being the first pastor and remaining from Sept. 24, 1856, to May, 1860. The church had fifteen members at the time of its organization, and Asa Dunton was chosen Elder for life. Two lots for the church, and one for the parsonage were donated by W. H. Dunton at the corner of Dunton and Eastman Streets, and a church building, 32x48 feet, was erected at a cost of about \$3,000. The year following a parsonage was built. Subsequently this parsonage was sold, and in 1899 a new parsonage was built on the vacant church lot at a cost of about \$1,800. The pastors following Mr. Kingsley have been: Revs. C. F. Beach, Newton Barrett, Wm. Bartholomew, Wm. Cort, Alex. Gilchrist, and Wm. Reynolds. The stated supplies have been the Revs. Calvin Clark, T. S. Hubbard, John R. Sutherland, George D. Marsh, Wm. E. Clark, George Irwin, Bassett, Chas. Campbell, and Neil McKechnie, all of whom did acceptable work.

The present membership is 114, and the Sunday School has a membership of 165. Henry G. Lorenzen has been Superintendent of the latter for the past seven years.

The other auxiliary organizations include the Ladies Aid, The Woman's Home and Foreign Missionary Societies, The Christian Endeavor, and The Children's Mission Band—all ably conducted and in a flourishing condition.

THE METHODIST EPISCOPAL CHURCH.—Prior to the year 1840, the Methodists had a class at Elk Grove, which belonged to the Wheeling Circuit. October 31, 1840, the Rev. John T. Mitchell, the Presiding Elder, held the first quarterly meeting. After the railroad reached Dunton, the services were transferred to that place, and for some months were held in the attic of W. G. Wing's store.

In 1858 Rev. Thomas Cochran preached here. The next year he was succeeded by Rev. T. L. Olmsted, who held a series of revival meetings which resulted in many accessions to the membership of the church, and in the erection of a church edifice in 1860, at a cost of about \$2,000. Only the lecture room was finished at this time, and services were held there until the year 1870, when the audience room was completed

at a cost of \$1,000. Soon after the erection of the church, a parsonage was purchased for the sum of \$1,800. It is still owned by the society. Among the early members and organizers of the church were: Joseph E. Kennicott, F. W. Page, Thomas Allison, E. B. Wheeler, Joseph Bray, Alexander Allen, Hiram Perry, J. S. Clough, Eli Skinner, John Bromley, Jonathan Fellows, A. G. Skinner, and their families; Joel Burlingame and his wife, Phoebe B., who left her entire estate, valued at \$3,000, for the sole use and benefit of the church. The present membership is seventy-two.

The auxiliaries of the church are the Sabbath School, numbering 115; the Epworth League, whose membership is 42; and the Ladies' Aid Society. All are in a flourishing condition.

THE EVANGELICAL LUTHERAN CHURCH, St. Peter congregation of Arlington Heights, Ill., was organized in the year 1860, then comprising seven voting members. The first pastors were the Revs. W. Bartling and H. Schmidt, located at Elk Grove. In 1867 the congregation concluded to have its own pastor, and therefore extended a call to Rev. J. E. Roeder, then in Canada, who acknowledged the vocation sent him as a divine call, arriving here with his family April 22, 1868. In 1893 the congregation celebrated his twenty-fifth anniversary with a public service, also making him rich presents as evidence of their gratitude. Owing to ill health and old age, however, Mr. Roeder was compelled to resign a few years since, having served at this place for thirty-one years. Rev. C. M. Noack, from Sioux City, Ia., then took charge of the congregation. Soon after its organization the congregation, in recognition of its duty, opened a parochial school, not in opposition to the public school, but according to the principle that Christian children from their early youth, should have a Christian education. After having had several teachers, Mr. F. Militzer accepted a call to take charge of the school and began his work in 1873. In 1898 the congregation could also celebrate his twenty-fifth anniversary. Owing to the constant growth of its school, the congregation found it necessary to open a second class in 1882, Miss H. Weinrich, of Arlington Heights, taking charge of the younger pupils. After having served for nine years she was succeeded by her sister, Miss Hedwig Weinrich, who served eight years. Last year Mr. R. Kranz, then a teacher in Niles, Ill., accepted a call and is now instructing the junior class. The school

numbering about 16 scholars at its organization, to-day numbers 180.

The constant growth of the congregation made the erection of larger church and school buildings necessary. In 1892, therefore, a fine brick edifice, with steeple, was erected at a cost of \$16,000 (including pipe organ and bell), to replace the old church, some time before purchased from the Universalist congregation, this being neatly fitted for school purposes. In 1899 this, too, was found inadequate for the number of scholars; it was therefore decided to erect a two-story brick school house with four spacious rooms and all modern improvements; also a new parsonage, at a cost of \$10,000. At present the congregation numbers 1,000 souls. Since its organization, up to 1901, 1,285 children have been christened there, 246 couples married and 547 persons buried. The congregation is connected with the Lutheran Synod of Missouri, Ohio and other States.

In 1892 the Lutheran congregations of Chicago and vicinity erected a Home for the Aged in Arlington Heights, and bought sixteen acres of land at an aggregate value of \$30,000. The present number of inmates is seventy.

THE UNIVERSALIST CHURCH was organized in 1862 with a membership of about 100. The members were widely scattered. The church never had a settled pastor, but among the most prominent ministers were the Rev. P. Livermore, Rev. J. A. Fishback, Rev. W. H. Ryder and Rev. Buckley. At the end of seven years, finding themselves unable to maintain their church longer, they sold the building to the Evangelical Lutherans and disbanded.

THE WOMAN'S CLUB OF ARLINGTON HEIGHTS.—The need of a Woman's Club in Arlington Heights, was the thought of Mrs. Amos W. Walker. On January 16, 1888, she invited six ladies to meet with her, and a club was organized. Until her removal from the place, two years later, she was the leader and arranged all the work. From 1890 to this time (1901) there has been a steady growth in numbers, the present membership being sixty. The officers (up to 1900) have been: President, Mrs. Emily T. B. Draper; Vice-Presidents, Mrs. Hettie L. Noyes, Mrs. Celestia T. Best, whose removal by death was a great loss to the society, and Mrs. Elizabeth J. Bray; Secretary, Mrs. Hattie E. B. Farwell; Assistant Secretary, Mrs. Grace N. Lorenzen; Treasurer, Mrs. Nellie N. Best; Librarians, Miss Lucy and Miss Effie Shepard. The society was federated September

1899. Among the studies pursued have been: English History, English and American Literature, History of the United States, Civil Government, Moulton's Course of Novel Reading, History of Germany, History of Illinois, and the Early Italian Painters. From the first this society has been interested in charity work. In 1897 a Club Library was started, which has been added to year by year. A distinctive feature of this society has been the free expression of individual opinions and beliefs, which is always encouraged and tolerated.

PUBLIC SCHOOL.—The first school house, built in 1849, was sixteen feet square and was used until 1856, when a building containing two rooms was erected. Subsequently two teachers were employed until 1870. A two-storied brick school house, containing four rooms, was now built, costing \$10,000—the grounds costing \$800 additional. Harrison Merry, the principal, established a graded system. The school has, at present, five teachers and an enrollment of 220 pupils.

MEDICAL HISTORY OF ARLINGTON HEIGHTS.—Dr. Frederick T. Miner, pioneer physician of this locality, located at Elk Grove in 1834. After the railroad was built he moved to Arlington Heights village and continued practice until his death, which occurred in 1861.

Dr. James B. Hawkes came in 1857, practiced medicine until 1883, and remained until his death in 1898.

Dr. John E. Best came in 1870, and is still engaged in the practice of medicine.

Dr. William Loughlin came in 1888 and removed in 1898.

Dr. W. M. Dyas graduated in 1896 and is still practicing.

Dr. B. W. Griffin, whose wife is a granddaughter of Dr. Miner, came in 1897 and removed from Arlington Heights in 1900.

Dr. E. A. Elfeld began the practice of medicine here in 1902, and is still practicing.

Dr. Bruce T. Best began practicing in 1904.

In the meantime many other physicians have come, remaining only a short time.

Dr. Ray Gibbs opened the first dental office in 1897, and Dr. Cyrus P. Draper began practice as a veterinary surgeon in 1902.

THE VILLAGE OF WHEELING is situated in the northeast part of the township on the Des Plaines River. Joseph Filkins, built the first residence in 1834. The Post-office was established in 1836 with Joseph Filkins as Postmaster. He opened a hotel the next year and

Wheeler & Daniels started a store. In 1838 two blacksmith shops were started, one by a Mr. Shepard, the other by Ascher G. Skinner. The second hotel was opened by James Parker in 1840. Prior to 1842 John Rothschild started a store. About the same time stores were opened by John M. Schaffer and Wm. Vogt. E. K. Beach opened a blacksmith shop.

The first public school building was very small; it was erected in 1845. The second, built in 1861, burned in 1870. The present one was erected in 1871. In 1845 Albert Fassbinder started a hardware store; two years later Jacob Filbert established a shoe store and Jacob Hausam another soon after. A brewery was started in 1850 by Henry Periolat. In 1851 Vitruvius Lodge, No. 81, A. F. & A. M., which had been organized at Niles in 1849, was moved to Wheeling, at which time a charter was granted.

A hotel was opened by Jacob Hunsinger in 1856. The Congregational Church was organized in 1864, and the present building erected in 1866. Wm. Metz opened a blacksmith shop in 1865, and Samuel Reese a wagonshop, which he sold three years later to Louis Fischer. Fred Stryker opened a store in 1873; Martin Armbruster a hotel, and C. Wilfin a harnessshop in 1874. The latter sold out to R. Schneider in 1885. John Behm's hotel was opened in 1877, and John Schminkie's store in 1878. In 1880 Henry Boehmer started a creamery which, later, Jacob P. Hausam superintended for eleven years. Sigwalt & Bollenbach opened a store in 1888.

The village was incorporated June 19, 1894, including Wheeling Station on the Wisconsin Central Railway, one mile west of the old village. The depot was built in 1886. The population in 1900 was 331.

MEDICAL HISTORY.—The pioneer physician of Wheeling was Dr. Julius Purmann, who came in 1849, and practiced medicine till his death, which occurred in 1856.

Dr. Francis R. Mergler located here in 1854, and engaged in the practice of medicine until 1875, when he removed to Palatine, where he died in 1880.

Dr. M. Moffatt practiced here from 1876 to 1890.

Dr. Henry Benz came to Wheeling in 1890 and is still practicing. In the meantime several others have come, but remained only a short time.

IN VETERINARY WORK.—Dr. John G. Schneider located here in 1852, and still holds the field.

CHAPTER XXXVII.

BIOGRAPHICAL.

THE PART OF BIOGRAPHY IN GENERAL HISTORY—
CITIZENS OF COOK COUNTY—PERSONAL SKETCHES
ARRANGED IN ENCYCLOPÉDIC ORDER.

The verdict of mankind has awarded to the Muse of History the highest place among the Classic Nine. The extent of her office, however, appears to be, by many minds, but imperfectly understood. The task of the historian is comprehensive and exacting. True history reaches beyond the doings of court or camp, beyond the issue of battles, or the effects of treaties, and records the trials and the triumphs, the failures and the successes of the men who make history. It is but an imperfect conception of the philosophy of events that fails to accord to portraiture and biography its rightful position as a part—and no unimportant part—of historical narrative. Behind and beneath the activities of outward life the motive power lies out of sight, just as the furnace fires that work the piston and keep the ponderous screw revolving are down in the darkness of the hold. So, the impulsive power which shapes the course of communities may be found in the moulding influences which form its citizens.

It is no mere idle curiosity that prompts men to wish to learn the private as well as the public lives of their fellows. Rather is it true that such desire tends to prove universal brotherhood; and the interest in personality and biography is not confined to men of any particular caste or vocation.

The list of those to whose lot it falls to play a conspicuous part in the great drama of life is comparatively short; yet communities are made up of individuals, and the aggregate of achievements—no less than the sum total of human happiness—is made up of the deeds of those men and women whose primary aim, through life, is faithfully to perform the duty

that comes nearest to hand. Individual influence upon human affairs will be considered potent or insignificant according to the standpoint from which it is viewed. To him who, standing upon the seashore, notes the ebb and flow of the tides and listens to the sullen roar of the waves, as they break upon the beach in seething foam, seemingly chafing at their limitations, the ocean appears so vast as to need no tributaries. Yet, without the smallest rill that helps to swell the "Father of Waters," the mighty torrent of the Mississippi would be lessened, and the beneficent influence of the Gulf Stream diminished. Countless streams, currents and counter currents—sometimes mingling, sometimes counteracting each other—collectively combine to give motion to the accumulated mass of waters. So is it—and so must it ever be—in the ocean of human action, which is formed by the blending and repulsion of currents of thought, of influence and of life, yet more numerous and more tortuous than those which form the "fountains of the deep." The acts and characters of men, like the several faces that compose a composite picture, are wrought together into a compact or heterogeneous whole. History is condensed biography; "Biography is History teaching by example."

It is both interesting and instructive to rise above the generalization of history and trace, in the personality and careers of the men from whom it sprang, the principles and influences, the impulses and ambitions, the labors, struggles and triumphs that engrossed their lives.

Here are recorded the careers and achievements of pioneers who, "when the fullness of time had come," came from widely separated sources, some from beyond the sea, impelled by divers motives, little conscious of the import of their acts, and but dimly anticipating the harvest which would spring from their sowing. They built their primitive homes, toiling for a present subsistence while laying the foundations of private fortunes and future advancement.

Most of these have passed away, but not before they beheld a development of business and population surpassing the wildest dreams of fancy or expectation. A few yet remain whose years have passed the allotted three score and ten, and who love to recount, among the cherished memories of their lives, their reminiscences of early days.

Among these early, hardy settlers, and those who followed them, may be found the names of many who imparted the first impulse to the county's and the city's growth and homelikeness; the many who, through their identification with commercial and agricultural pursuits and varied interests, aided in their material progress; of skilled mechanics who first laid the foundations of beautiful homes and productive industries, and of the members of the learned professions—clergymen, physicians, educators and lawyers—whose influence upon the intellectual life and development of a community it is impossible to overestimate.

Municipal institutions arise; Commerce spreads her sails and prepares the way for the magic of Science that drives the locomotive engine over the iron-rails. Trade is organized, reaching forth to the shores of the Great Lakes and stretching its arms across the prairies to gather in and distribute the products of the soil. Church spires rise to express, in architectural form, the faith and aspirations of the people, while schools, public and private, elevate the standards of education and of artistic taste.

Here are some of the men through whose labors, faith and thought, these magnificent results have been achieved. To them and to their co-laborers, the Chicago and Cook County of today stands an enduring monument, attesting their faith, their energy, their courage, and their self-sacrifice.

[The following items of personal and family history, having been arranged in encyclopedic (or alphabetical) order as to names of the individual subjects, no special index to this part of the work will be found necessary.]

GEORGE E. ADAMS.

George E. Adams, Division Yard Master and Superintendent, Union Stock Yards, was born in Verbank, Dutchess County, N. Y., March 31, 1864, educated in the public schools, and after leaving school worked on a farm for five years. Later he learned the blacksmith trade, and coming to Chicago, May 9, 1883, worked in the supply division of the Union Stock Yards for one year; then went to Albion, Boone County, Neb., where he worked on a ranch for one year. Returning to the Union Stock Yards, he

engaged in unloading cattle for one year, when he was appointed Assistant Yard Master of the Illinois Central Railroad.

Three years later Mr. Adams was appointed Yard Master for the Wabash Division at the Union Stock Yards, and five years later, was made Superintendent of Division A, which position he held until October 2, 1899, when he went into the wholesale and retail grocery trade, at 72 Randolph Street, Chicago. Mr. Adams was married to Miss Hattie E. Whitson, in Chicago, May 6, 1884, and three children have been born of this union. Mr. Adams has many friends and associates who esteem him highly.

PETER ADLER.

Peter Adler (deceased), late veteran of the Civil War and former business man of Chicago, was a native of Germany, born near Bonn, Prussia, June 19, 1844, the son of Nicholas and Catherine Adler. His father was a weaver by occupation in his native country, and came to America with his family in 1852, settling in Chicago where both parents continued to reside the remainder of their lives. Peter Adler, who was about eight years old when his parents came to this country, was educated chiefly in the Ogden School, Chicago, and after serving a term of enlistment in the army during the Civil War, took a course in a business college from which he graduated. In his youth he learned the trade of a shoemaker, which he followed for a number of years, and in which he was a practical workman.

At the age of eighteen years Mr. Adler enlisted as a soldier in the Eighty-second Illinois Volunteer Infantry, which was composed largely of Germans of the city of Chicago, and which was organized at Springfield, September 22, 1862, and mustered into service one month later under the command of the distinguished German patriot, Col. Frederick Hecker. During its period of three years' enlistment, the regiment took part in some of the most desperate battles of the war, including those of Chancellorsville and Gettysburg in the East, and Missionary Ridge, Resaca, Peach Tree Creek and Atlanta in the South and West. Mr. Adler was wounded in the battle of Peach Tree Creek, but not seriously, being able to rejoin his regiment in time to take part in the memorable "March to the Sea" under General Sherman.

After receiving his discharge at the close of the war, Mr. Adler took a thorough course in a business college and, at the age of twenty-three years, engaged in the boot and shoe business at 210 North Clark Street, Chicago, which he continued until the fire of 1871. Then, after a brief period, he resumed business in the same line at 202 North Clark Street, in which he was engaged continuously for eighteen years, when he retired. In common with the majority of those who had risked their lives in defense of the country during the Civil War, Mr. Adler was an ardent Republican, and, after his retirement from business, devoted much of his time to politics in which he exerted much local influence. For five years he served as a clerk in the Election Commissioner's office, and for fourteen years was Treasurer of the Republican Club in his Ward. In 1890 he was the Republican nominee for Alderman in the Twenty-fourth Ward, but was defeated by a small majority in consequence of a division in the party ranks. In politics, as in all affairs of his life, he was thoroughly upright, conscientious and honest.

During the latter years of his life Mr. Adler traveled quite extensively, making two trips through Europe, visiting continental countries as well as the British Dominion, and also traveled widely throughout the United States and other portions of America. He was enterprising and public-spirited and, while taking a deep interest in measures for the benefit of his fellow men and society generally, drew to himself many ardent friends. Quiet and unostentatious in manner, he was extremely liberal to the deserving poor, and was especially active in securing the establishment of the Old People's Home, as well as in promoting the success of various other private charities.

Mr. Adler was united in marriage, January 2, 1868, to Elise S. Steinhaus, daughter of William and Henrietta Steinhaus, and during his entire married life was a model, devoted and loving husband. Mr. and Mrs. Steinhaus came to America in 1852, and resided here up to the time of their death. Of their children, five are still living. Mr. Steinhaus, Sr., was a cabinet-maker by trade and a trained musician, having been a musician in the army in his native Germany. After coming to America he was especially prominent in connection with musical matters. Mr. Adler left no descendants.

His death occurred August 17, 1903, and he was buried in Graceland Cemetery. By virtue of his service as a soldier of the Civil War, he was an honored member of George H. Thomas Post, No. 5, Grand Army of the Republic.

JOHN W. ALLEN.

John W. Allen, live-stock commission merchant, was born in DeSoto, Vernon County, Wis., June 24, 1856, and educated in the public schools, at Howe's College, Mt. Pleasant, and at Bonaparte College, Iowa. After leaving college, he came to Chicago in 1871 and commenced work at the Union Stock Yards for the firm of Orendorff & Allen, and continued with his father in the different firms with which he was connected until 1881, when he went into business for himself. In 1894 he returned to the Union Stock Yards and there engaged with the Wood & Newcomer Company, live-stock commission merchants, until March, 1901, then was associated with the firm of A. L. Dailey & Son, until September 1, 1904, when he changed to his present position with J. H. Wood & Sons.

Mr. Allen was married in Chicago, November 26, 1886, to Miss Hattie J. Emerich, and four children have blessed their union, viz.: William C., Gertrude E., Edward F. and Ida L. Allen. By close attention to business Mr. Allen has won for himself the confidence of his associates and employers, and has done his part to help make the Union Stock Yards a success.

SAMUEL W. ALLERTON.

The growth of a great industry in a community is an epitome of the development of the city itself; for a city is but an aggregation of industries about which gather a vast army of men with their families, who are in some way connected with the carrying on of these business operations. This great city of Chicago, with its multiform industries and far-reaching commerce, owes its marvelous growth and prosperity to its position as distributing center of the products of a vast country, and its concentration of production. A typical branch of its business, and one of the leading sources of its wealth, has been the preparation and distribution of the animal products of the farms which cover the broad prairies of the



Peter Adler

West. The growth and extent of the packing business have been marvelous, and express the productive powers of the wide region tributary to it. Who that visits the Stock Yards, where are gathered, from thousands of farms, cattle, hogs and sheep, filling whole trains, and who that inspects the slaughter and packing houses where these products are prepared to be sent out to all parts of the world as food, can fail to be impressed with the magnitude and importance of this industry? During the year 1892 over three and a half million head of cattle and nearly seven million hogs were received in Chicago, of which over two and a half million head of cattle, and five and a quarter million hogs were slaughtered and packed in the city.

It is not too much to say that Samuel W. Allerton has contributed more than any other man to the establishment and development of this business in Chicago and throughout the West. When he first began to operate in Chicago there was no local market for cattle and hogs. They were shipped to New York and other eastern markets. Through his efforts a market was established here, and afterwards packers started their business.

When, more than forty years ago, he opened his prairie farm, stocking it with cattle, and sought a market for his stock among the butchers of the infant Chicago, he little thought that he would, while yet an active man of business, become the head of a company which would, in that same town, gather cattle and hogs from the farms of many States, and send their product, prepared for the choicest food of men, to all the markets of the world; and yet the Allerton Packing Company, of which until recently he has been president, is but one among many firms that, through their food preparations, have made Chicago famous throughout the world.

Mr. Allerton is a native of Dutchess County, N. Y., born in 1829. His early home and training were on a farm, and his education only such as the common schools afforded. He early developed a fondness for live stock, and, before reaching his majority, had already become a farmer, and had secured profits in stock-raising which were the wonder and envy of the neighboring farmers whose range was confined to crops and the dairy. After a few years he seemed to have an intuitive feeling

that the prairie country of the great West afforded better scope for raising stock than the narrow farms of Eastern New York; and, after visiting Buffalo and Cleveland, finally settled in Piatt County, Ill., and there opened a prairie farm. His stock was brought to Chicago for sale, and gradually his operations were enlarged to buying and selling stock. This led, by gradual but natural steps, to the establishment of a live-stock market, and finally to the packing business, which has grown to such immense proportions. More than ordinary enterprise and sagacity were required to take advantage of the opening opportunities and waiting markets, and establish packing houses in neighboring cities and stock yards throughout the West. Mr. Allerton was equal to the occasion, and extended his business to St. Louis, Omaha, Kansas City and other points.

The profits of his vast business developed such prudence and good judgment in their management, that Mr. Allerton became an investor and manager in great financial institutions. He has long been a director in the First National Bank of Chicago, the leading bank in the West; in the Chicago City Railway company; and in a number of other important institutions. He was also a member of the Board of Managers of the Columbian Exposition. These positions and trusts have not been secured by self-seeking or importunity, but have sought one who had shown rare intelligence and fidelity in the management of his own affairs.

Mr. Allerton is a quiet, unassuming man, wise in action, prudent in conduct, but free and generous in the use of his large accumulations. He is keenly alive to public events, and exerts no small influence in the shaping of political and public policies. He is a Republican, and a pronounced advocate of protection for the building up of home industries and the advantage of labor. Articles in the public press, from his pen, discuss economic and financial questions with the clearness of a practical man and no little cogency and literary ability.

In his domestic relations Mr. Allerton has been happy and fortunate, having been twice married, first in 1860 to Miss Paduella W. Thompson, of Peoria, by whom he has two children, a son and daughter; and again, after her death in 1880, to her sister, Miss Agnes

C. Thompson, who now with the children, shares his elegant and happy home on Prairie Avenue.

ROBERT AMBROSE.

Robert Ambrose, Lieutenant, Engine No. 72, Chicago Fire Department, was born in Vicksburg, Ky., July 4, 1862, was brought by his parents to Chicago in January, 1863, and educated in the Foster and Polk Street public schools. After leaving school he worked for the Consumers' Gas Company for three years. July 6, 1887, he joined the Chicago Fire Department, taking a position on Engine 25; was transferred to Engine 12, December 31, 1889, to Engine 5, April, 1890, and to Engine 72, being promoted to Lieutenant, June 16, 1894. He has had many narrow escapes, in 1892 being rescued in an unconscious condition from suffocation at a fire on Harrison and Canal Streets, and so remaining for six hours. He was honorably mentioned and awarded a Carter H. Harrison medal for rescuing a member of the Fire Department at a fire in Liberty Hall, 9138-9140 Commercial Avenue, on October 22, 1899. On this occasion he sustained severe injuries, being laid up for five weeks. Lieutenant Ambrose was married in Chicago, Nov. 6, 1887, to Miss Nora Dowling, and eight children have been born to them.

ENER C. ANDERSON.

Ener C. Anderson, Chief of Fifth Battalion, Chicago Fire Department, well known as a nimble fire-fighter, was born of rugged stock in Norway, June 23, 1854, and came to Chicago when an infant. As soon as he was able to walk, young Ener mingled with the boys who love to linger in the fields, to jump, wrestle, play ball or fight, and, for the matter of fact, as he grew, his love for athletics waxed stronger, until he developed into a recognized leader in games, pastimes and finally gymnastics—a splendid field of effort for a man of his inclinations and splendid physique. No contest of skill or strength by firemen takes place in Chicago with Anderson left out. His trade is upholstering. In 1875 he became a member of Engine Company No. 3, commanded by the noble fireman, Jack McLean, whose name was a household word in the homes of firemen, not only in Chicago but in many other cities. Anderson soon rose to a lieutenantancy and was transferred to Engine No. 5. Here he was

made a Captain, January 1, 1879, and subsequently served on Truck 2, Engines 2, 12 and 17, and Truck 19. He was Captain of this apparatus when elected Battalion Chief, July 1, 1896, where he has served continuously ever since. The firemanship of Anderson is of the highest order. He has always stood in the van as a life-saver. With Swenie, Musham and Campion, his life was miraculously saved in the terrific fire and explosion in the Northwestern Elevator, on the night of August 5, 1897. He has been frequently "laid up for repairs," but has grown stronger both mentally and physically by experience.

JOSEPH ANDERSON.

Few sights are more beautiful or more inspiring than that of a vigorous old age crowning a long and well-spent life. The September sun lacks the fierce, burning heat of that of July, but it ripens rich harvests of golden grain. So, although the fiery passions of youth have burned themselves out, old age is rich in lessons of wisdom and experience. Such reflections as these are suggested by reviewing the lives of such men as Joseph Anderson, whose face and form have long been familiar at the Union Stock Yards, where he enjoys, to a marked degree, the esteem and confidence of those with whom he has been associated for half an ordinary life-time.

Mr. Anderson was born at Columbus, Ky., February 1, 1825. When he was a boy of five years his family removed to Illinois, and in 1833 settled at Lewistown, Fulton County. Afterwards the paternal Anderson entered land in McDonough County, near Macomb, at a time when there were but fourteen voters in the entire county. In 1836 he removed to Macomb, where he kept a hotel until his death in November, 1846.

Joseph Anderson succeeded his father as proprietor of the hotel at Macomb, but three years later removed to a farm near Doddsville, where he remained until 1857. In that year he returned to Macomb, where he engaged in the lumber trade until the autumn of 1864, when he disposed of his lumber interests and engaged in shipping live stock to Chicago. About February 1, 1870, he abandoned this enterprise, and crossing the Mississippi River settled at Marysville, Mo., where he again embarked in the lumber business. In 1873 he

came to Chicago, and for two years was in the employ of Vaughn & Company but in 1875 entered the live stock trade. For three years he was alone, but in 1878 formed a co-partnership with A. Foster, under the name of Anderson & Foster. Two years later this firm was dissolved, since when Mr. Anderson has continued in business alone with headquarters in the Exchange Building.

Mr. Anderson is still strong in body, with intellect unimpaired, abundantly able to meet the sharp competition which he daily encounters. His memories of the past include scenes and incidents of the Black Hawk War, and he cherishes many recollections of the early days of Lincoln and other distinguished statesmen. He cast his first vote when he was eighteen years old. It was Democratic, and he has voted that ticket all his life. He is of a genial, jovial disposition, having many friends, while his high character and moral worth command the high esteem of all his associates.

PHILIP DANFORTH ARMOUR.

It was not without a shock that, on the morning of January 7, 1901, the business world of two hemispheres learned that Philip D. Armour had passed away. While his demise had not been unexpected, the business interests and associations of the multi-millionaire merchant were so far-reaching that his death could not fail to produce a marked effect. In Chicago there was a feeling of profound grief and a deep sense of bereavement. Here he was best known and beloved for his affability, uprightness and many acts of public and private beneficence, performed with that total absence of ostentation which was one of his most pronounced characteristics. Born at Stockbridge, N. Y., May 16, 1832, of a family of six sons and two daughters of Danforth and Julianna (Brooks) Armour, Philip Danforth Armour's boyhood and youth were spent after the fashion of the country lads of his day, the district school and village academy affording his only opportunities for scholastic training. It is claimed that he was a leader among his companions in both studies and sports, and early manifested that spirit of determination and perseverance which was one of his marked characteristics in after life. In 1852 he crossed the plains to California with a party of gold-seekers, spending six months on the journey

and returning after an absence of four years. His commercial career began in 1857 when he formed a partnership with Frederick S. Miles, of Milwaukee, in the grocery and commission business. This was dissolved in 1863, when Mr. Armour embarked in the pork-packing business with John Plankinton, also of Milwaukee. The maintenance of the armies in the field created an enormous demand, and the concern prospered greatly, adding grain carrying to their business, and finally opening branch houses in Chicago and New York, and later in Kansas City, each under the management of one of Mr. Armour's brothers. In 1875 Mr. Philip D. Armour succeeded his brother Joseph at the head of the Chicago house, and continued to reside here until his death. Since then the business of all the plants, including those at Kansas City and Omaha, has been managed from this central point. In 1900 Armour & Company were incorporated in Illinois, with a paid up capital of \$20,000,000.

In October, 1862, Mr. Armour was married to Malvina Belle Ogden, only daughter of Mr. Jonathan Ogden, of Cincinnati, and their union was blessed with two sons: J. Ogden and Philip D., Jr., the latter dying on January 21, 1900. Mr. Armour's health showing symptoms of impairment during the later years of his life, he gradually entrusted the management of his business interests to his elder son, Jonathan Ogden, who has inherited the rare business sagacity of his father. The end of Mr. Armour's life came about six o'clock on Jan. 6, 1901, and to the sorrowing watchers in the chamber of death, it appeared more like falling asleep than the dissolution of spirit and body. He seemed to have rounded out his long and useful life, and to be

"Like one who wraps the drapery of his
couch about him

And lies down to pleasant dreams."

All the agencies and branches of the house throughout the world were closed on the day of the funeral obsequies.

ARMOUR MISSION AND INSTITUTE OF TECHNOLOGY.—Among the many benefactions of Mr. Armour, two of the most prominent were the Armour Mission and the Armour Institute of Technology. The first named was originally conceived by his brother Joseph, who bequeathed \$100,000 as a foundation. This sum Philip, who was executor of his brother's estate,

more than doubled from his own private means. Articles of incorporation were secured, and a revenue provided by the erection of the Armour Flats, on Armour Avenue. The mission supports a non-sectarian church and Sunday school, a free kindergarten, and a free dispensary, besides conducting outdoor relief work. The Armour Institute of Technology, founded by Mr. Philip D. Armour in 1892, occupies a five-story, fire-proof structure, in the Romanesque style of architecture, at the corner of Armour Avenue and Thirty-third Street, as well as some of the "flat buildings" across the street. Its central feature is a technical college (empowered to grant degrees), giving a four years' course in mechanical, electrical and civil engineering. It is provided with well equipped laboratories, an extensive library and fine gymnasium. Its course is similar to that in other first-rate technical schools, and its graduates are yearly adding to its high reputation. Other departments of the institute are an academy, or preparatory school, and a business college. Other features are the departments of music, where organ and piano-playing are taught and voice-culture given, besides a two years' normal course in kindergarten work. In the building and equipment of the Institute and in its endowment, Mr. Armour expended more than \$3,500,000 without noise or parade, and to this princely gift his widow and son added \$1,000,000 in April, 1901.

JAMES J. ARMSTRONG.

James J. Armstrong, Ex-Chief Clerk, Railway Mail Service, Chicago, and Traffic Manager of the Shelby Steel Tube Company, Cleveland, Ohio, was born in Washington, D. C., May 18, 1858, came to Chicago in 1861 and was educated in the Ogden public school. After leaving school he worked for Armstrong, Smith & Company, Fire Insurance Agents, for two years, and then attended a private school until the death of his father, George B. Armstrong (the founder of the Railway Mail Service), which occurred May 5, 1871, when he entered the Railway Mail Service in May, 1872, on the Chicago & Northwestern Railroad, running from Chicago to Clinton, Iowa. He served in that capacity until 1876, when he was appointed Chief Clerk of the Railway Mail Service at the Chicago Postoffice, retaining that position continuously until his resignation, November

1, 1898, when he accepted the position of Traffic Manager of the Shelby Steel Tube Company, of Cleveland, Ohio, making his headquarters at the Chicago office.

On Sunday evening, November 27, 1898, the postal clerks, formerly under the direction of Mr. Armstrong as Chief Clerk, gathered at Elks' Hall in the Masonic Temple, for the purpose of bidding him good-bye and wishing him all good fortune in his new field of labor. D. V. Pierce, of the "West Liberty," was called to the chair, and in a few well-chosen words presented "Doc," as he was familiarly called, with a set of engrossed resolutions in book form, executed by C. L. Ricketts in the finest penwork that could be secured in Chicago. Immediately following the presentation of the resolutions, Mr. H. W. Hughes of the "West Liberty," on behalf of all clerks formerly under Mr. Armstrong's direction, presented him with an elegant diamond stud. Mr. Hughes received many high and well-deserved compliments for his speech. Superintendent Troy of the Sixth Division followed in one of his characteristic talks (in which he never fails to make his points), complimenting "Doc" on his ability and attention to his duties, and his fairness in his dealings with the clerks.

Mr. Armstrong was married to Miss Grace Diffender, of Pennsylvania, at Buffalo, N. Y., December 25, 1884, and one daughter has blessed this union.

JOHN M. ARMSTRONG.

To comparatively few men does fate grant the distinction of being really great in more than one line of achievement. Apart from members of the bar, public men rarely attain eminence in the learned professions, while professional men not infrequently make sad failures when they enter the walks of business life. When, therefore, an exception to these general rules stands forth pre-eminent in the annals of a great city, his career merits careful review, no less than words of well considered eulogy. Such an one is Mr. John M. Armstrong, whom his fellow-citizens have been repeatedly delighted to honor.

Born in Chicago, November 23, 1842, Mr. Armstrong's early training was directed with a view of acquiring the profession of architecture, yet circumstances necessitated his entering trade while yet a youth, and for many

years he was identified with the boot and shoe industry. He entered public life shortly after reaching his majority, being chosen to represent the old Thirteenth Ward in the City Council in 1863. As an Alderman he commended himself to his constituents by his sagacity and probity, and made for himself an exceptionally brilliant record. He first loomed into civic prominence as the father of an ordinance providing for the creation of Lincoln Park. The project was at first received with ridicule and provoked strong opposition. He was the youngest member ever elected to a seat among the "city fathers," and his introduction of this measure was regarded as little less than positively audacious. It was pointed out that the site named was "too far in the country"—an objection whose short-sightedness has been abundantly demonstrated by the subsequent growth of the city toward the north. Legal difficulties were also raised; but Mr. Armstrong was able to sweep these aside with arguments supplied by the late William C. Goudy and other able counsellors. Ultimately the champions of the measure triumphed; the ordinance passed the council; and Mr. Armstrong is now known as the "Father of Lincoln Park." The title might be made broader and more comprehensive; since, while he showed a keen foresight into Chicago's future needs and growth, he "built better than he knew." Lincoln Park became the nucleus of, and starting point for, the city's present magnificent park and boulevard system, reaching south along the blue waters of Lake Michigan, and west through districts as yet sparsely settled, and destined to become one magnificent, harmonious whole. It was of this grand superstructure that the young alderman from "the old Thirteenth" laid the cornerstone. At a mass meeting of residents of the North Division he was presented with a gold-headed cane inscribed:

"Presented to John M. Armstrong by his fellow-citizens, as a token of respect for him as a man, and in appreciation of the services rendered the North Division of the city, while a member of the Common Council of the city of Chicago, Nov. 9, 1869."

On his fiftieth birthday Mr. Armstrong was honored by a banquet tendered him at the Sherman House, when men of all political creeds united in hearty recognition of his great

services, and in presenting him with a fine oil-painting of himself.

During his term of service in the City Council in 1860, Mr. Armstrong brought down upon himself the ridicule of his colleagues by being the first to suggest the construction of a water-tunnel under the lake, as a means of solving the then perplexing problem of furnishing Chicago with an adequate water supply. Here, again, Mr. Armstrong demonstrated the truth of the old adage, that "he laughs best who laughs last." E. S. Chesbrough, then City Engineer, gave the project his approval, the Council adopted it, and time has abundantly demonstrated not only its feasibility, but its indispensability as well. Mr. Armstrong took a prominent part in uncovering the frauds of 1864, and planned and aided in the inauguration of a number of important municipal reforms, among them the widening of sidewalks in several of the more important business and residence thoroughfares. He also prepared and introduced a memorial to Congress, praying for the construction of a deep waterway from some point on the lake, north of Evanston, to connect either with the North Branch of the Chicago River, or with the Ogden Canal, but the measure was permitted to die in the committee room.

In 1865 Mr. Armstrong disposed of his boot and shoe business to engage in the purchase and sale of live stock, but soon abandoned this enterprise in order to form a partnership with George M. Hawks, at that time a well-known architect. This partnership terminated a year later, and Mr. Armstrong entered the architectural firm of Tilley & Armstrong. The concern prospered greatly, and gained a national reputation through competition in the construction of numerous public buildings, as well as many churches and school buildings, contracts for a large number of which they secured. Among the first mentioned were the Illinois and Iowa State Houses and the buildings for the War Department in Washington. Their plans for the latter, while not adopted, were awarded a prize of \$3,000. Upon the dissolution of this firm, Mr. Armstrong formed the co-partnership known as Armstrong & Egan, his business associate being James M. Egan. They furnished plans for buildings, both public and private, not only in this country but also in Europe, among them being extensive grain elevators for

the Russian Government at Odessa, and a costly and magnificent building at Berlin, Germany. Churches, theaters and State Houses were among the edifices which they designed and the construction of some of which they supervised. Among public buildings erected by them in and around Chicago may be enumerated the Cook County Criminal Court Building and Jail, which was completed without charges for "extras" and at a cost less than that named in the architect's estimates; the Asylum for the Insane, at Jefferson; the Cook County Court House and Chicago City Hall—the plans for the latter buildings being chosen over those of sixty-three rival competitors.

A partnership existing between Messrs. Armstrong and Daly was dissolved in 1875, and in that year the former became a partner in the granite firm of Hinsdale, Doyle & Company. Mr. Armstrong withdrew from this concern at the expiration of a year to associate himself with Jonas H. French and B. F. Butler, in the Cape Ann Granite Company, which, for several years, had many important contracts with the city of Chicago. In 1877 he visited Florida, and while making a tour of that State, his intuitively quick perception, keen foresight and sound business judgment enabled him to see at once the needs and possibilities of the near future. He secured from the State a grant of public land for the construction of a railway from Tampa to the St. John's River, the proposed route being later extended to Jacksonville. The organization of the Florida Construction Company soon followed, and then came the building of the Jacksonville, Tampa & Key West Railroad, a line operating some 800 miles of trackage. This road has aided materially in developing the State's resources, both by leading to the investment of Northern capital and affording better facilities for transportation to market.

Politically Mr. Armstrong has always been a Democrat, and influential in the councils of his party. In 1868 he accepted a nomination for membership in the State Legislature, but, although running far ahead of his ticket, failed of election. He was married in January, 1866, to Miss Martha M. Tally, whose father was connected with the Chicago press for many years.

CHARLES F. A. ARNOLD.

Charles F. A. Arnold, Florist, DesPlaines, Ill.,

was born in Germany in 1862, and educated at Baden, in his native country. In 1882, at the age of twenty years, he emigrated to America, settling in Chicago, and was engaged in various contract work until 1889, when he located in DesPlaines and established himself in the florist business as a member of the firm of Peters & Arnold. The firm have an office at 76 Wabash Avenue, Chicago, where they conduct an extensive business in cut flowers of all kinds; they also have several large green houses from which they supply the city trade.

Mr. Arnold was married in Chicago, February 16, 1889, and he and his wife (Clara Arnold) have three daughters named Lina, Gertrude and Elsa. In politics he is a Republican, and in religious faith a Lutheran of the Evangelical stamp. Mr. Arnold's character for business enterprise has been indicated by the rapid growth of his trade during the last few years.

JAMES H. ASHBY.

Few of the great corporations carrying on business in Chicago have done more for the promotion and maintenance of the city's commercial supremacy, than has the Union Stock Yards and Transit Company. Its enormous plant, bewildering from its very vastness and absolutely perfect in every detail of its well planned system and thorough equipment, is at once the pride of its owners and the fruitful cause of wonder and admiration to visitors from this and foreign lands. To manage such a plant, to keep its running-gear well lubricated, to pass upon myriads of perplexing questions each day, to adjust the innumerable questions arising between interests at once confederate and conflicting, calls for grasp of a high order, rare executive capability, tireless energy and unbending integrity. In this high position of trust the company has placed Mr. James H. Ashby, who, for twelve years, has discharged its duties with equal ability and fidelity.

The story of Mr. Ashby's career is full of interest, and illustrates the adage, "that nothing succeeds like success." Born November 17, 1847, in Beekman, Dutchess County, N. Y., the son of James M. and Sarah (Van Benschoten) Ashby, he spent his first thirty-three years upon his father's farm, later buying the homestead from his parents. He came West in 1880, and, on April 14th, settled in Chicago. He

first found employment at the Stock Yards, where for two years he was yard master in the chutes of the Chicago & Alton Railroad Company, and for five years held the same position in those of the Illinois Central. Later he was placed in charge of the Stock Yards and Transit Company's stables, in 1887 was appointed Assistant General Superintendent and two years later succeeded John B. Sherman in the position of General Superintendent, which he still holds. For several years Mr. Ashby has been one of the Directors of the company, as well as a Director in the Live Stock Bank, and for three years has served upon the State Board of Agriculture. In 1898 he was elected Vice-President of the Chicago Junction Railroad Company, which office he resigned in March, 1900, although still retaining his seat in the directorate. Few, if any, men are more thoroughly familiar with the live-stock markets of the country; few have a wider acquaintance, and it may be questioned whether any more thoroughly command the respect and esteem of their business associates. In 1875 Mr. Ashby was united in marriage to Mrs. Maria S. Rogers, a sister of John B. Sherman.

EDWIN M. ASHCRAFT.

Edwin M. Ashcraft was born on a farm near Clarksburg, Harrison County, Va., August 27, 1848, the eldest of four children of James M. and Clarissa (Swiger) Ashcraft. The Ashcraft family, which was of Anglo-Saxon blood, were among the early settlers of Virginia, their homestead being located near the seat of the great war of the Rebellion, in which several members of the family took part in defense of the Union. Mr. Ashcraft attended the common schools of his native State, and coming to Illinois after the close of the civil strife in 1865, studied for a time in the State Normal University at Normal, Ill.

The fortunes of war had left him penniless, and, locating in Ramsey, a small town in Fayette County on the Illinois Central Railroad, he began hauling ties and working on the railway as a section hand. From 1867 to 1869, he was engaged in teaching school, and, when not so engaged, gave his attention to the study of law. Later, he continued this line of work in the office of Henry and Fouke, and in January, 1873, passed an examination before the Supreme Court at Springfield and was admitted

to the bar of Illinois. He began practice at Vandalia, and was soon thereafter elected to the office of Prosecuting Attorney of Fayette County, which position he filled until 1876.

Mr. Ashcraft has always been a close student in his profession and the business entrusted to him has always received his careful attention, his devotion to his clients' interests being proverbial. This, combined with his capability in presenting a case to Judge and jury, soon won him success, and he rapidly secured a good clientage at the bar of Vandalia, where he practiced for fourteen years. He met in forensic contest in Southern Illinois such eminent jurists as John Scholfield of Marshall, later Chief Justice of the Supreme Court; Anthony Thornton of Shelbyville, for several years a member of the Supreme Bench; the late Judge Jesse J. Phillips, of Hillsboro; Ex-Congressman Samuel W. Moulton, of Shelbyville, and B. W. Henry, of Fayette, and to his contests with these men he attributes much of his success as a trial lawyer.

In April, 1887, Mr. Ashcraft became associated with the Chicago bar as a member of the firm of Cratty Brothers & Ashcraft, which relation was continued until June 1, 1891, when he became a member of the firm of Ashcraft & Gordon, and later that of Ashcraft & Ashcraft. He has contributed his full share, as a member of the several firms with which he has been associated, to the reputation for thoroughness, ability and integrity which characterized the discharge of their professional obligations. He is distinctively a trial lawyer, and from the time of his arrival in Chicago he has been eminently successful.

In 1875 Mr. Ashcraft was united in marriage to Miss Florence R. Moore, daughter of Risdon Moore, of Belleville, Ill., and they have four children: Raymond M., Edwin M., Florence V. and Alan E. Mr. Ashcraft is a member of the Union League Club, the Law and Hamilton clubs of Chicago; is also a prominent Mason and has always been a staunch Republican in politics, and in his profession has taken rank as a leading lawyer.

EDWARD M. ASHLEY.

There are few lives entirely free from failure. "To err is human" and mistakes are numerous. To gain distinction as a gallant soldier, a successful teacher, a competent

mechanical engineer and a capable man of business, is a record of which any man may well feel proud, and the lives of such men as Edward M. Ashley, present superintendent and manager of the South Chicago Elevator System, richly merit chronicling, both as a tribute to the actor and a lesson for posterity. Mr. Ashley has attempted nothing in which he has not succeeded. Born at Nunda, N. Y., November 17, 1848, he was brought by his parents, when but twelve years of age, to Wisconsin, the family settling at Fox Lake. In April, 1864, he enlisted in the one-hundred day's service, as a private in the Forty-sixth Iowa Infantry. After receiving his discharge he again went to the front as a member of the Forty-fifth Wisconsin, joining the regiment in December, 1864, and serving, with noteworthy valor, until the close of the war. From the time of leaving the army until 1872 he devoted his life to the work of a teacher in Iowa and Illinois.

Mr. Ashley's business career in Chicago dates from 1872, when he entered the employ of Armour, Dole & Co., as engineer at elevator C. In 1882 he engaged with Leet & Fritzie to construct an elevator at Oakdale, Ill., which he operated until 1889. In that year he connected himself with the firm of Charles Counselman & Co., as mechanical engineer. For this concern he erected the Corwith and Englewood elevators, and in 1892 the South Chicago Elevators, known as "Elevator C," "C Annex" and "Elevator D." Perceiving his rare capability, and finding him absolutely trustworthy, Counselman & Company made him Superintendent and Manager of their entire elevator system, which responsible post he yet fills.

Mr. Ashley is a Mason of high degree, being a member of Arcana Lodge, A. F. & A. M.; Past High Priest of Wiley M. Egan Chapter, No. 128, R. A. M.; a member of Chicago Commandery, No. 19, K. T.; of the Oriental Consistory, and a Noble of the Mystic Shrine. He was united in marriage in Chicago, January 8, 1879, to May E. Winchester of Eastport, Maine, and their two children are named Frances and Kendall.

In this connection a brief mention may be made of the immense business which is under Mr. Ashley's superintendence and management. The four elevators controlled by Counselman & Co. are known as the South Chicago Elevator

and Elevators "C," "C Annex" and "D." Of these, the three last named, erected in 1892, 1894 and 1895, respectively are the most important. Elevator D is a combined cleaning and storage warehouse, with a capacity of 1,250,000 bushels operated by a 550-horse-power engine. It can handle 150 carloads of grain per day. The capacity of Elevator C is 200 cars per day, or 1,500,000 bushels, and it has an engine of 650-horse-power. The capacity of the Fireproof Annex is also 1,500,000 bushels. The Counselman is the only system of elevators having a complete fire protection, being equipped with a high pressure water service, consisting of three pumps with a combined capacity of 5,000 gallons per minute. To these are added six revolving Niagara hydrants, each of which is capable of throwing a perpendicular stream 250 feet and a horizontal one 400 feet. The utmost pains have been taken by Mr. Ashley to render this a model system of plants, and his efforts have been warmly seconded by the owners.

PHILEMON L. AUSTIN.

Philemon L. Austin, dental surgeon, was born in Adrian, Mich., November 9, 1859; was educated in the public schools of Kalamazoo and at the Wisconsin State University, Madison, Wis., and studied dentistry in the dental department of Harvard University, Mass., receiving the degree of Dental Surgeon in 1881. Dr. Austin began the practice of his profession in Detroit, Mich., but later practiced at Rochester, N. Y., and from the last named city, in 1886, came to Chicago, where he has since continued his professional labors. In 1896 he originated the Harvard system of painless dentistry, which has gained a wide celebrity, and of which he has been the head. The principal offices of the "Harvard Dentists" have been, and still are, in Chicago; various branch offices have been established in Illinois and Indiana cities, all of which are operated under the direction of Dr. Austin. In addition to his professional work Dr. Austin has been identified with various important business enterprises in Chicago and elsewhere.

CHARLES GERRY AYARS.

Charles G. Ayars, ex-Deputy Sheriff at Bridge-ton, was born in Newton, N. J., Dec. 28, 1831, and educated in the public schools. His father,

James Ayars was educated at Bridgeton, and entered the ministry of the Methodist Episcopal Church in 1827, continuing in that work for fifty years, during which he held pastorates in the principal towns of New Jersey. In 1856 he became Secretary of the American Sunday School Union, after which he lived in Covington, Ky., three years, and at Evanston, Ill., two years. Returning to New Jersey, he reentered the regular ministry dying at Summit, N. J., in 1880, at the age of seventy-five years.

Charles G. Ayars, whose name heads this article, gained his primary education in the public schools of the various points at which his father was stationed in the ministry, and finished at Rutgers College, New Brunswick, N. J. He entered mercantile life at the age of seventeen years, being employed as clerk in stores at various places. He spent one year with a wholesale paper house in New York City, and, in 1857, went to Covington, Ky., where he entered the General Western Agency of the Phoenix Fire Insurance Company, of Hartford, Conn. In 1859 he became a resident of Cook County and engaged in farming at Evanston. Two years later he removed to what is now known as Forest Hill, Ill., at the junction of the Wabash, the Baltimore & Ohio and the Pan Handle Railroads, where he operated a large farm, producing annually large quantities of hay for the Chicago market. While residing here, he served six years as Clerk of Lake Township, in 1867 was appointed Deputy Sheriff of Cook County and, removing to Chicago, filled this position under successive Sheriffs for eight years. His duties brought him in contact with people of all avocations, and he gained an acquaintance exceeded by few men. In 1874 he was elected County Commissioner for the Evanston District and, at the expiration of his term, was re-elected, serving six years continuously, during which period the present Cook County Court House was built. In 1883 he formed a connection with the Phoenix Fire Insurance Company, of Hartford, Conn., as State Agent for Illinois, and as a result its volume of business has very largely increased. He has a fine musical voice, and uses it in kindly ways for the benefit of the aged and the young. Mr. Ayars was married in New York City April 25, 1859, to Miss Margaret H. Fredenberg.

EDWARD F. BACON.

Edward F. Bacon, shipping division, Chicago, Burlington & Quincy Railroad, Union Stock Yards, was born August 28, 1865, near Somonauk, Ill., and educated in the district and public schools. After leaving school he worked on a farm until he came to Chicago, August 15, 1887, and entered the employ of the Chicago, Burlington & Quincy shipping division of the Union Stock Yards, proving himself a capable and trustworthy representative of the interests of his employers.

ROBERT HALL BALDWIN.

Robert Hall Baldwin, Assistant Engineer, City Engineer's Office, Chicago, was born at 170 West Madison Street, Chicago, near the old Scammon School, February 8, 1867. His father was Silas Delos Baldwin, known about the City Hall as "Gas Baldwin," who was born in New Haven, Conn., and his mother, Mary (Hall) Baldwin, was born in Easton, Conn., January 15, 1821. When the son was about three years of age his parents moved out on the prairie, at the corner of Polk and Paulina Streets. He attended the King public schools and Business College, and after leaving college in 1887, entered the general passenger office of the Chicago, Rock Island & Pacific Railroad Company, remaining there until May 16, 1889. He then secured a position as rodman in the City Engineer's office, Harbor Engineer's Division, remaining in that position two years, when he was transferred to the water-pipe extension department, having charge of the plats as draftsman. Later he was transferred to the Bridge Engineer's office, remaining there seven years, when he was transferred to Section Two, Land Tunnel (rock section), continuing in that position until the engines were started at the Central Park Avenue Pumping Station; still later was transferred to the Springfield Avenue Pumping Station as Assistant Engineer in charge—making a total of seventeen years' connection with various departments, proving that he had given faithful service to his employers.

Mr. Baldwin's father, Col. Silas D. Baldwin, having enlisted in the three-months' service in April, 1861, had the honor of firing the first gun in the Civil War, and later raised and led the Fifty-seventh Illinois Infantry Volunteers with distinction through the battles of Fort Donelson, Fort Henry, Corinth, and on other famous

battle-fields. He was recommended for promotion as a Brigadier, but was defeated in the Senate by political enemies. He was appointed Gas Inspector in 1880 by the late Carter H. Harrison, serving in that capacity for eight years, and upon the change of administration, went into the artificial light business, in which he was considered an expert, having invented several attachments, burners, governors and gasoline lamps, which are still in use by the city.

Robert H. Baldwin was married to Miss Alice Elizabeth Phillips December 24, 1889.

CLARENCE N. BALL.

Clarence N. Ball is one of the younger class of successful business men connected with the trade of the Union Stock Yards. Before he had reached thirty years of age he became Vice-President of the Archey, Son & Plummer Company, being now a member of the firm of Plummer, Ball & Co., in which he holds the rank of an experienced cattle salesman and a thorough-going man of business. His birth-place was Bloomington, Ill., where he first opened his eyes on August 24, 1870. After passing through the public schools, he spent a year in the Evergreen City Business College, and, thus equipped, entered the employ of B. F. Hoopes & Son, wholesale grocers in Bloomington. Being anxious to find a wider field for his energy and ability, he left this house after three years, to come to Chicago. His first position here was with Rappal, Lamb & Co., live-stock commission merchants at the Union Stock Yards. There he remained until the dissolution of the firm six years afterward, when he entered the employ of its successor, A. D. Lamb & Co., as a traveling solicitor. After a year so spent he determined to enter business for himself. Accordingly he purchased an interest in the corporation above named on August 1, 1899, being, as has been said, chosen its Vice-President. The concern is a prosperous one, and enjoys an excellent standing, both with its customers and at the Yards.

CALEB W. BALLINGER.

Caleb W. Ballinger, soldier and live-stock commission merchant, was born on a farm near Bellefontaine, Logan County, Ohio, May 28, 1842; was educated in the district schools, and had a membership in Delaware College. After leaving college he continued to work on a farm until he enlisted as a "high private" in the

Fourteenth Ohio Battery, Independent Light Artillery, and was promoted to First Corporal (gunner). His first war experience was at the battle of Shiloh, when the Battery lost all of its ordnance except two guns. The loss was caused by the killing or disabling of the horses, but the Battery recovered its guns next day.

At the siege of Corinth Mr. Ballinger was taken very sick with dysentery and came near dying, being compelled to remain away until June 1, 1862, when he rejoined his battery and did not lose a day until his final discharge on August 19, 1865. He had many narrow escapes, and also many opportunities to show his bravery. At the battle of Peach Tree Creek, near Atlanta, Ga., on July 22, 1864, the day Gen. MacPherson was killed, when there were only two comrades left out of eight cannoneers, the rest having been either killed, wounded or prostrated, he did not get a scratch, although he sighted and fired a double discharge of canister when the rebel flag was planted within eighty feet of his battery, killing the bearer and capturing the flag. By this act he won the commendation of Gen. Sweeney, the officer in command, who told him he had saved the Second Division of the Sixteenth Army Corps.

After the war Mr. Ballinger returned to Logan County, Ohio, but in 1868 removed to Gridley, McLean County, Ill., where he remained on a farm six years, raising and shipping live-stock to Chicago, and furnishing the meat for a butcher shop in Gridley, Ill. Coming to Chicago in February, 1874, he worked successively for Swallow & Reed, the Union Stock Yards, for Shearer & Webb for two years, for Horine Brothers for about five years, and later was with Winsor, Warner & Co. for one year, when he formed a co-partnership with A. E. Horn and M. T. Zimmerman, under the firm name of A. E. Horn & Co., which continued for five years. The firm of S. W. Sinclair & Co. was then formed, consisting of S. W. Sinclair, Mark Copeland, Frank Wilkinson and Mr. Ballinger, which continued in existence four years. He was next associated with the firm of Coffman & Brown until the firm of Brown Brothers & Ballinger was formed, November 1, 1896, which still continues in operation. Corporal Ballinger has won a host of friends by his kind, genial manner and close attention to business, and has done his part well to make the Union Stock Yards a great success. He was married to Miss Mary

S. Simpson, in Mount Victory, Ohio, February 15, 1866, and five children have been born to them.

EDWARD WHITE BANKER.

Edward White Banker, broker, Chicago, was born on a farm near Peru, Clinton County, N. Y., September 10, 1820, and was educated in the district schools at Plattsburg, N. Y. His paternal grandparents were William and Martha (Soles) Banker, the former having been born in Dutchess County, N. Y., and the latter in Vermont. On the maternal side his grandfather was John Kent, a native of Nova Scotia. His parents, John and Christiana (Kent) Banker, were born respectively in Peru, N. Y., and Keene, N. Y.

On December 29, 1841, Mr. Banker was married to Charlotte E. Minkler, at Chazy, N. Y., and five children were born to them as follows: Benson B., George L., Emma, Etta and Mary. With his wife and family he moved to Boston, Mass., in 1852, and resided in that city for ten years, and then, in 1862, came to Chicago and for several years lived at 292 Washington Boulevard. For the past ten years his home has been in Hinsdale, Ill. His children are all married and have families, the five great-grandchildren being George Thomas Morgan and Virginia Clute Morgan, of Coxsackie, N. Y., Dorothy Marie, Marion Adele and Edward Hamilton Banker, Jr., of Chicago. The maiden name of Mrs. Banker's mother was Rachael Van Vleet. She was a native of Odletown, Canada. Mr. Banker's residence is at Hinsdale, Ill.

WILLIAM BARKER.

William Barker, Captain of Hook and Ladder Company No. 9, Chicago Fire Department, was born in Chicago October 13, 1863, and joined the Fire Department April 14, 1887. At the disastrous fire in the Gunther confectionery establishment, due to the emptiness of the reservoir, so much depended on by Mr. Gunther that he did not insure his stock, great deeds of heroism were performed. Panic-stricken girls to the number of 250, who had been at work upon bonbons for the autumn festival, were rescued uninjured. Barker and his men were badly burned about the face and hands. They will forget the experience long before the spectators who begged them, for God's sake, to come down the ladder. Captain Barker, of Truck No. 9, who, with

Lieutenant Miller of Truck 16, effected the thrilling rescue of Captain James Fitzpatrick from the roof of the Cold Storage Building in 1893, led four of his men up an extension ladder leading to the sixth story. When they reached the top, flames burst from below, burning the rungs of the ladder and melting the rubber coats of the fire-fighters. The helmet of Barker, who seemed to be afire from head to foot, was lifted from his head and dashed to the earth. Shouting for water, and getting it, the intrepid skipper and his men turned the hose on the ladder first, and then entering the furnace, soon had the fire under control.

GILBERT W. BARNARD.

Gilbert Wordsworth Barnard is well known in Masonic circles throughout America and Europe, and has a world-wide reputation for sterling character, accommodating manners and devotion to the interests of the order. He was born at Palmyra, Wayne County, N. Y., June 1, 1834, the son of George Washington Barnard, whose death occurred previous to the birth of his son. The father of George W. Barnard, whose name was spelled Barnarde, was a Frenchman. Following the noble example of the immortal La Fayette, the elder Barnarde came to America to enlist in the cause of freedom, and, upon the termination of the conflict, settled in Western New York, where he married and became the father of two sons. The elder of these died without issue, and the second lived and died in Wayne County, that State. The latter became the captain of a passenger packet on the Erie Canal, a position of considerable importance in his time. His wife, Sabrina Deming, was a native of New York, and has recently died at the extreme old age of eighty-four years.

Gilbert W. Barnard was reared in the family of his maternal grandfather, David Demming, a native of Connecticut, who removed to Jackson County, Mich., soon after his grandson became a member of his family. The Demming family was founded in America by four brothers, who settled in Connecticut early in the seventeenth century. The name was originally spelled Dummund, but by a process of evolution peculiar to foreign names in America, it became Demming, and was contracted by the present generation by the omission of one "m."

The subject of this biography spent the first

fifteen years of his life in Jackson County, Mich., whence he came to Chicago and began his business career as clerk in a general store. He afterward engaged in the book and stationery business, which line of trade he carried on for several years, achieving a reputation for upright and honorable dealing, and winning the esteem and confidence of his fellow-citizens. During the first year of his residence in Chicago he joined the volunteer fire department, and during the next nine or ten years rendered much valuable service to the city.

In October, 1864, Mr. Barnard joined the Masonic order, and has ever since been actively identified with its interests, having filled most of the principal offices in the subordinate and grand bodies. He is at present Past Master of Garden City Lodge; Past High Priest of Corinthian Chapter, No. 69, R. A. M.; Past Eminent Commander of St. Barnard Commandery, No. 35, Knights Templar; Past Commander-in-Chief of the Oriental Consistory; Grand Secretary of the Grand Chapter; Grand Recorder of the Grand Council and of the Grand Commandery; and Grand Secretary of the Council of Deliberation, S. P. R. S., and other bodies.

In 1877 he was elected Secretary of the Capitular, Cryptic and Chivalric Grand Bodies of the State of Illinois, a position he has ever since filled, and has devoted the best years of his life to the fraternity, administering to the wants of his brethren, and relieving the needs of their widows and orphans in distress. His signal ability and steadfast efforts in the performance of his duties have won for him a host of friends and admirers. He has labored untiringly in behalf of the Illinois Masonic Orphan's Home, of which he was the first Secretary, and through his active efforts has contributed much to the upbuilding of that worthy institution.

His long connection with the Ancient Accepted Scottish Rite has placed him in correspondence with all branches of the order in all parts of the world. His commodious quarters in the Masonic Temple are general headquarters for Masonic affairs, and the resort of brethren from every civilized country on the globe. They contain an ample library, and are filled with numerous other articles of use or interest to members of the fraternity.

Mr. Barnard was married in 1863, and one child, a daughter, is still living, he having lost

three children. His wife died several years since.

GEORGE I. BARNES.

George I. Barnes, Superintendent of the H. Mueller & Company Elevator, Chicago, was born in Berkeley County, W. Va., December 15, 1866, the son of George T. and Margaret C. (Pitcher) Barnes. His father was a farmer and also engaged in the stock business, shipping to Baltimore. The father is still living on the home farm in Berkeley County, W. Va., but the mother died in 1875 at the age of forty-two years. George I. Barnes remained on his father's farm until twenty-four years old, when, in 1892, he came to Chicago, where he finally turned his attention to the grain-elevator business, with which he has been connected continuously since.

On July 15, 1899, he assumed charge as Superintendent of the Mueller Elevator on the Pan-Handle Railroad track at Fifty-sixth Street, as successor to E. B. Marsh. This elevator has a storage capacity of 350,000 bushels, and is capable of receiving and shipping about sixty car-loads of grain per day. It employs some twenty men. A wholesale feed department, opened some years since, is operated in connection with the elevator. Mr. Barnes was married August 8, 1897, to Miss Carrie Lehner, of Chicago, who has borne him two children: Gracie, born June 12, 1898, and Roy, born March 24, 1900. In politics Mr. Barnes is a Republican.

JOHN P. BARRETT.

John P. Barrett was born at Auburn, N. Y., June 24, 1837, and, coming with his parents to Chicago in 1844, there received a common-school education. Even as a youth he displayed his predilection for a connection with the fire department by "running with" Niagara No. 3, in the old volunteer days. Naturally of an adventurous disposition, he became a sailor. In 1851 he went to sea before the mast, and during a voyage along the Pacific coast of South America, in 1858, fell from the masthead, sustaining a fracture of both a leg and an arm. Returning to Chicago in 1862, he entered the paid Fire Department, and was made a watchman for engine houses Nos. 3 and 8. In 1863 he was given charge of the alarm bell in the city hall, and when, in 1865, the city inaugurated the fire-alarm telegraph system, he was assigned

as a batteryman under the superintendency of E. B. Chandler as Superintendent, served as battery man, operator and chief operator, and on the retirement of the latter in 1876, was appointed superintendent, and continued to discharge the responsible and exacting duties of the post until 1897, when he resigned.

During his administration Mr. Barrett inaugurated many reforms. Through one of his inventions, familiarly known in the department as "the joker," each engine house received the alarm simultaneously with its being struck in the alarm-box, rendering it unnecessary to wait for the sounding of the gong in the general office. He also first suggested and introduced the system of subterranean conduits for wires, suggested and carried out the utilizing of the city plants for electric street-lighting, and put into successful operation the bridge telephone service for the regulation of navigation on the river and in the harbor. To Mr. Barrett belongs the honor of originating the use of patrol wagons, now so general in all large cities. He was also at the head of the electrical department of the Columbian Exposition. His service in the department covered a period of over thirty-five years, and Chicago has had few, if any, more efficient public officers.

Mr. Barrett was married April 30, 1869, to Margaret D'Arcy of Chicago, and eleven children have been born to them, four of whom are deceased.

THOMAS P. BARRY.

Thomas P. Barry, Captain Engine No. 74, Chicago Fire Department, was born in Chicago October 2, 1864, and was educated at the Wentworth Avenue public school and Brothers' Parochial School. After leaving school he learned the horse-shoeing trade, at which he worked for two years. After traveling through the South for two years, he returned to Chicago and worked on the Fire Alarm Service for one year, then joined the Fire Department August 3, 1885, as watchman on Engine No. 8, serving one month, when he took George W. Weller's place as truckman on Truck 4, remaining there four years. He was promoted to Lieutenant September 1, 1889, and transferred to Truck 11, serving three years and four months; was next promoted to Captain December 31, 1892, and assisted to organize Engine 71 (Chicago Fire Queen); was assigned to Marshal Murphy's

headquarters at the World's Fair on Engine 2, and was transferred to Truck 8 May 6, 1893, remaining until July 10, 1893, when he met with an accident at the Cold Storage fire, receiving a compound fracture of the right wrist, leaving it stiff and partially boneless. During that fire he was on the tower with the five of his company who were killed at that time. Their names were John Cahill, William Denning, Philip Breen, Paul Schroeder and John McBride. The ropes were burned away from below, and, seeing no other way of escape, Capt. Barry jumped 87 feet and landed on his feet, having gone through the roof, between the joists, which caused his broken wrist. After crawling back on to the roof, he came down the ladder and was taken to the hospital.

After his recovery he was assigned to Engine 63, World's Fair Grounds, December 24, 1893. Meeting with another accident at the Colonnade Hotel fire, he was placed temporarily on the pension list April 1, 1894; was reassigned for duty October 15, 1896, as Captain of Engine 81, remaining until August, 1899, when he was transferred to Engine 74 and still remains ready for any peril which he may be called upon to face. He has shown by his brave service in the department that he is a "chip off the old block."

Capt. Barry was married in Chicago, August 26, 1895, to Miss Annie Calligan, and three children have been born of this union.

CHARLES T. BARTLETT.

Charles T. Bartlett, contractor, Chicago, was born in Lake County, Ill., November 25, 1848, and educated in the district schools. His parents were natives of New Hampshire and came to Chicago in 1834. In 1836 they went to Lake County, where his father, who was one of the first County Commissioners of that county, in 1901 was still living on his original homestead. Charles T. Bartlett came to Chicago in 1866 and learned his trade with C. A. Price, and was Superintendent of Public Works in Indiana. In 1871 Mr. Bartlett came to Evanston, Ill., and engaged in contracting and building, and has constructed a majority of the large buildings in that city, also most of the sewers. He was collector of the city of Evanston for one term. On January 4, 1870, he was married to Miss Martha A. Cronkhite, in Lake County, Ill., and they are the parents of six children: Fannie D., Charles H., Mary S., Walter W., George V.

and Laura M. Mrs. Bartlett's parents settled in Lake County in 1840. Mr. Bartlett is a member of Evans Lodge, A. F. & A. M., and of Evanston Lodge, I. O. O. F.

JOHN A. BARTLETT.

John A. Bartlett (deceased) was born at Oxford, Worcester County, Mass., April 8, 1829, the son of Eleazer Bartlett, who was a native of East Killingly, Windham County, Conn., born in 1800, and died at Webster, Mass., April 12, 1861. Mr. John A. Bartlett's grandfather, also named Eleazer, was born in the Quinebaug Valley, Conn., where the family ancestors had lived for generations, and took part in the War of the Revolution. Eleazer Bartlett, Jr., was reared on his father's farm, and in his father's mill learned something of machinery, which he extended in machine-shops, later being employed in the making of machines for the manufacture of woolen and cotton goods. About 1828 he married Mrs. Harriet (Ashcraft) Bartlett, who was born in Brooklyn, Conn., and became the mother of the subject of this sketch, but died in the twenty-seventh year of her age.

After attending the schools at Oxford and Webster, Mass., until about 1847, John A. Bartlett became an apprentice in a machine-shop, where he spent six years in learning a trade. October 13, 1854, he arrived in Chicago, and during the following year became a member of the wholesale boot and shoe firm of Rawson, Bartlett & Company at 221-223 South Water Street, which later became Rawson & Bartlett, with more extensive quarters at 24 Lake Street. They lost the greater part of their stock by fire in May, 1860, but promptly resumed business at 30 Lake Street. Mr. Rawson having died in 1862, the firm was reorganized with a brother of the deceased member of the firm as senior partner. In 1866 Messrs. Hoswell & Bush were admitted to the partnership, but a year later, Mr. Rawson having retired, the firm became Bartlett, Hoswell & Bush. In 1869 Mr. Bartlett sold out his interest to his former partner, S. W. Rawson, and withdrew from the wholesale boot and shoe trade. A portion of the following year was spent in traveling in California for the benefit of his health, but returning to Chicago in the summer of 1870, he entered into partnership with A. P. Downs, in the real-estate business, which was terminated by the death of Mr. Downs seven years later,

after which Mr. Bartlett was in business alone, much of his attention being devoted to business in Englewood and Auburn Park. In 1883 he located on Perry Avenue, in what was then known as Normal Park, which continued to be his home for the rest of his life. In 1884 he was elected Assessor for Lake Township, and in 1885 was chosen Superintendent of Public Works by an almost unanimous vote, both as a business man and a public official, proving himself an important factor in the development of what is now a flourishing portion of the city of Chicago.

Mr. Bartlett was married in Boston, Mass., January 23, 1851, to Miss Sarah A. Wentworth, daughter of Daniel S. and Rebecca J. Wentworth, who were natives of Maine, the father dying in Effingham, N. H., when his daughter was eleven years old. One son Charles A., now of the firm of Bartlett, Olson & Hankinson, was born of this marriage. Charles A. was married in May, 1877, to Miss Carrie Kent of Englewood, and they had three children: Mary F., Kent W. and Helen S. John A. Bartlett was a member of the Chicago Real Estate Board from 1883, an Odd Fellow from 1855, and a Republican in politics from the organization of the party in 1856. Mr. Bartlett died at his home in Englewood March 3, 1902.

WILLIAM H. BARTLETT.

William H. Bartlett, Lieutenant of Engine No. 24, Chicago Fire Department, was born at Belvidere, Boone County, Ill., November 5, 1850, and was educated in the public schools. After leaving school, he drove a carriage for Mr. Kringle at Belvidere, and came to Chicago in 1869 and drove a carriage for U. R. Hawley, and later at Center Avenue Stables. He joined the Fire Patrol June 8, 1874, and was assigned to No. 1, but, having resigned, joined the Chicago Fire Department in October, 1881, and was assigned to Engine No. 14; next was transferred to Truck No. 1, thence to Engine No. 1 December 31, 1881. Subsequent changes have included his promotion to Lieutenant and transfer to Engine No. 13 January 1, 1883, then to Engine No. 24 November 21, 1887, but is now (1904) on duty on Engine No. 51, ready for any call where a brave fireman is wanted. He has had many narrow escapes, having had his head and hands badly burned, but has sustained no permanent injuries. He was married to Jenny Prinde-

ville in Chicago, June 5, 1885, and one son has been born to them.

FREDERICK BAUMANN.

Frederick Baumann, oldest living Chicago architect, was born near Berlin, Germany, January 6, 1826, and was educated in the public schools of his native place and at Berlin Polytechnic Institute and the Academy of Arts. After leaving the academy he embarked for America June 7, 1850, and coming to Chicago, worked on a farm at Washington Heights for one year, then worked for one year as draftsman for John M. Van Osdel, architect, after which, on February 2, 1852, he joined with Edward Burling under the firm name of Burling & Baumann, architects, the partnership continuing for three years. The firm was then dissolved, when he joined John Van Osdel, under the style of Van Osdel & Baumann, remaining four years. He then became a contractor for seven years, after which he became associated with his nephew, Edward Baumann, under the firm name of F. & E. Baumann, continuing for eight years, when he went into business for himself as an architect, which he has continued to the present time. He has built and superintended some of the largest and most extensive buildings in Chicago, and is the oldest living architect remaining in Chicago, since the death of Edward Burling.

Mr. Baumann was married in Germany December 15, 1854, to Miss Wilhelmina Steenhauer, and eleven children have blessed this union, five of whom are now living, viz: George M., Elsie M., Nellie M., Frederick and Edward S. Baumann.

Chicago's pioneers have assisted in building up here the most wonderful city in the world, and Mr. Baumann has done his full share in the accomplishment of this great work, for which he has received the praise of his many friends and associates.

ELMER E. BEACH.

Elmer E. Beach, lawyer, was born December 19, 1861, in Fremont County, Iowa. His father moved his family to Northern Michigan when the son was a lad of six years of age, and he was there reared on a farm, thus fitting him physically for a sturdy manhood. He left the farm and his father's home when fifteen years of age, to attend the schools of Grand Rapids,

Mich., and while in his 'teens entered the University of Michigan, graduating at the age of twenty-two years. He then began reading law with Judge Shorey of Chicago, and was admitted to the Chicago bar in 1888. Both his father, Henry W., and his grandfather, Artemus H. Beach, were born in New York State. His mother, who was Miss Eva E., the daughter of Mr. Jonathan Canfield, was born in Vermont, as was her father also.

Mr. Beach was married July 29, 1889, to Miss Jessie E. Taylor, of Ann Arbor, Mich., and has one child, Elizabeth Clara. Politically Mr. Beach is a Republican. He is now the head of the firm of Beach & Beach, with offices in the Ashland Block, having a general law practice. Mr. Beach's success shows what can be accomplished by energy and perseverance, rising, as he has done, from a farmer's boy to the position of one of the leading attorneys at the Chicago bar.

WILLIAM BEETLES.

William Beetles, United States Army and valet to John B. Sherman, President of the Union Stock Yards and Transit Company, was born in North Cambridge, England, August 5, 1845; was educated in the district schools, and came to America and to Chicago in November, 1865. In 1866 he returned to his native country, but in 1871 came back to America, and on August 28, 1871, enlisted in the United States Army, being honorably discharged August 28, 1878. After his return he was appointed Assistant to Superintendent John Stevens, Exchange Restaurant, Union Stock Yards, in 1877, remaining in that position two years. In 1879 he again enlisted in the United States Army, but was discharged in 1880 for disability on account of a severe sunstroke. He then returned to the Exchange Restaurant, remaining there until employed by John B. Sherman until July 31, 1898, when he retired from active business. Mr. Beetles has always been found ready for any duty that he may have been called upon to perform.

AMES BEILFUS.

Ames Beilfus, Lieutenant Fire Department, Swift & Company, Union Stock Yards, was born in Chicago November 22, 1862, educated in the Douglas school, and after leaving school, carried water for the South Park Commissioners

for three months. In 1878 he entered the employment of Swift & Company as handy boy at the packing house; then killed and butchered cattle for a time; was appointed Marshal in the Fire Department in 1893, and when the Fire Company was organized was chosen Lieutenant. He has had numerous narrow escapes, but has suffered no serious injuries. Lieutenant Bellfus was married in Chicago, January 16, 1886, to Miss Hannah Crons, and four children have blessed their union.

HENRY HOLMES BELFIELD.

Henry H. Belfield, A. M., Ph. D., educator, was born in Philadelphia, Pa., of English parentage, November 17, 1837, and was educated at Iowa College. During the War of the Rebellion he served in the Army of the Cumberland, first as a Lieutenant and afterwards as Adjutant of the Eighth Iowa Cavalry, as well as upon the staff of Gen. E. M. McCook. While a prisoner in the hands of the rebels, he was placed under fire of the Union batteries at Charleston. Coming to Chicago in 1866, he served as Principal in various public schools, including the North Division High School. He was one of the earliest advocates of manual training, and, on the establishment of the Chicago Manual Training School, was appointed its Director—a position he has continued to occupy to the present time (1904). In 1901-2 he was in Europe, with a commission from the United States Government, studying technical education.

Mr. Belfield is a member of the Grand Army of the Republic, of the Military Order of the Loyal Legion, and is an elder in the Presbyterian Church.

FRANK J. BELSKY.

Frank J. Belsky, Assistant Engineer, Engine No. 23, Chicago Fire Department, was born in Chicago May 14, 1872, and educated at the Throop public school; later worked for the McCormick Manufacturing Company about three years, with William McGregor five years, one year at Sanold's Bicycle Company Works, and on the Twenty-second Street General Electric Car Line. On August 28, 1894, Mr. Belsky joined the Chicago Fire Department, being assigned to Engine 29; was transferred to Engine 75, as Assistant Engineer, October 25, 1894, and on February 29, 1896, to Engine

23. Mr. Belsky was married in Chicago October 29, 1892, to June Maresh, and two children have been born to them. He is one of Chicago's firemen who is always ready for any emergency where nerve and fidelity to duty are needed.

DR. H. A. BENZ.

Dr. H. A. Benz, physician and surgeon, Wheeling, Ill., was born in New York City, March 12, 1863, the son of Henry and Emma (Reinhard) Benz; came with his parents to Chicago in boyhood and was educated in the public schools and Rush Medical College, graduating from the latter in February, 1888. February 10, 1890, he located in the village of Wheeling, where he has since resided and been engaged in the practice of his profession. Dr. Benz was married to Amelia Baistachy Martin in the city of Chicago, and has had three children: Oscar, Elizabeth (died November 10, 1898) and George.

COL. FRANKLIN J. BERRY.

To the man who establishes a new and honorable business within her limits a city owes a great debt. Especially is this true when the trade is one calculated largely to advance its material prosperity, and is inaugurated by a man whose capability, experience and resolute will combine to make it both important and successful. Such a debt of gratitude and esteem is due from Chicago to Mr. Franklin J. Berry, its pioneer horse merchant. He was born at Limington, Maine, on September 26, 1837, and his education was obtained within the walls of the district school-house. His business capability began to manifest itself at a very early age. When eighteen years old he left his father's farm to embark in the live-stock business for himself. So successful was he in this venture that, at the age of twenty, he owned his own farm, which he had purchased without assistance from his father. He soon became recognized as the largest stock and horse-dealer in the State. Before reaching the age of twenty-five he began the breeding of stock from imported cattle, hogs, sheep and horses, among the latter being some thoroughbred trotters. He still runs a breeding farm, although his time and attention are chiefly devoted to commercial affairs.

It was in 1872 that Colonel Berry came from Maine to Chicago, where he opened a small

horse mart at the corner of Michigan Avenue and Monroe Street. This was the pioneer horse market in the West, and it flourished greatly through the free but judicious use of money by its proprietor in advertising and otherwise. In 1886 the annual sales aggregated 4,000 horses, all eastern shippers being among his patrons. By this time his trade had far outgrown the capacity of his premises, and upon the invitation of John B. Sherman, then President of the Union Stock Yards, he removed thither on October 8, 1898, having previously obtained the promise that the necessary stables should be built as circumstances required. He first occupied Barn No. 2, and Nos. 3 and 4 as soon as they were built, the following year. He still continued his advertising, finding that it increased his business very rapidly. On January 3, 1888, he established an auction sale of horses, the first ever held in the West. It is also said that it was the first successful sale of the kind ever held in the United States. Leroy Marsh, of Galesburg, Ill., greatly aided the enterprise by furnishing two car-loads of horses for the first sale, and one for each succeeding auction. In order to establish the business, Col. Berry put up his own horses on sale at the first auction. They were sold at a loss of \$400.

This sale cost Mr. Berry \$1,000, but it proved money well invested. The astonishment among horsemen, both East and West, was unprecedented. They could not understand how horses could be put up and actually sold at such prices. The sale was conducted on strictly honorable, business principles, and this straightforward uprightness has been the keynote of Mr. Berry's success in business. Every horse was sold only on its merits, a guaranteed statement of all its good and bad qualities being given to the purchaser. The result proved very valuable, buyers coming to subsequent auctions from all parts of the country. It is said that Mr. Berry spent not less than \$85,000 in nine years in advertising his auctions alone. He was the first to introduce high-class trotting sales outside of Kentucky and New York, and some idea of the volume of business done by him may be gathered from the fact that his sales in 1895 exceeded 27,000 horses. His business associates, recognizing his ability and worth, elected him the first President of the National Horse Exchange, and of the National Horse Breeders'

Association. The latter office he still holds. The rules governing the auction sales established by Mr. Berry have been adopted by all auction sales of horses in the United States.

On October 24, 1858, he married Sarah W. Weeman, at Standish, Maine. She has borne him two daughters—Ella May (now deceased) and Ella May (second)—the younger of whom was born February 26, 1869, and is the wife of Benjamin P. Rideing, a dry-goods merchant of New York City.

In politics he is an earnest Republican, and for many years was one of the enthusiastic and untiring workers for the principles and policies of that party. He was a delegate to the Republican National Convention at St. Louis in 1896, which nominated the lamented McKinley, and for two months of the campaign of that year spoke almost daily in this city and State advocating the election of Mr. McKinley and the maintenance of a stable currency. In the campaign of 1900 he delivered forty-two addresses from the platform in this city and State, the result of which work was most satisfactory. Colonel Berry holds the world's record as the largest horse-dealer, selling more horses in one year than any other one man.

JOHN J. BERRY.

John J. Berry, Engineer Engine No. 42, Chicago Fire Department, was born in Amesburg, Canada, July 25, 1846, came to Detroit, Mich., with his parents in 1847, and to Chicago in 1857, and here attended the Kinzie and Dearborn schools. After leaving school he worked for F. E. Rigby & Son (wall-paper dealers), and later for J. M. Loomis (hatter); then for the Chicago & Northwestern Railroad as fireman in 1861, until he joined the Fire Department July 25, 1866, as stoker for "Liberty" Engine No. 7 (name changed to "Fred Gund" No. 14 February 5, 1867), being promoted to Engineer January 1, 1871. He was at a fire on Fifth Avenue near Monroe Street on Saturday night, October 7, 1871, after which he went to the West Side fire (Hills' box factory), corner of Canal and Jackson Streets, and worked there until Sunday morning; went to the Sunday night fire, October 8, at 10 o'clock (at Bateham's mill), and from there to Van Buren and Canal Streets, and worked two lines between Clinton and Canal Streets, and then across the street to the coal-yards, where the company lost their engine

about midnight, as it became so hot that they could not reach the pole, although the horses were saved. After losing their engine, Mr. Berry went to the Chicago Avenue engine house and then to Miller's dry-dock and helped on Engine 11 until Tuesday morning, when he went to Aurora Turner Hall (Milwaukee Avenue) for breakfast. Later he went to Kirk's Soap Factory (North Pier), and used Engine No. 2, of Racine, Wis., for three days, drawing water from the river, in the meantime taking Engine No. 30 of New York City to the water-works, working there ten days pumping water into the mains. Later he took charge of Engine 20 at the engine house. This was the first self-propelling engine used in Chicago, being loaned to the city by the Amoskeag Company until the "Fred Gund" and "William Jones" were rebuilt. After the "Fred Gund" was rebuilt Engineer Berry ran it until 1881, and then the "Ahrens" No. 14 was installed in the same house, where he remained until March 31, 1888, when he was transferred to Engine 42, and still remains ready for any call. Very fortunately he has sustained no serious injury but, of course, has had many narrow escapes.

Mr. Berry was married to Miss Rebecca A. Shaffer in Chicago, June 15, 1867, and three children have been born to them, only one of whom is now living.

JOHN ELLISON BEST.

John E. Best, M. D., practicing physician and surgeon, Arlington Heights, was born in Dorr Township, McHenry County, Ill., October 31, 1843. His father, Michael Best, was a native of Fingal, Ontario, Dominion of Canada, born in 1812, and his mother, Hannah (Ellison) Best, born the same year near Montreal, though afterwards residing at St. Thomas. Within three weeks after their marriage the young couple started by wagon for Illinois, bringing with them all their belongings. Having arrived in Dorr Township, McHenry County, in November, 1840, where Mr. Best had located a claim in May previous, they here established their home near the present site of the city of Woodstock. Mr. Best's life occupation was that of a farmer, and, in common with the pioneer settlers of that period, the first few years of their residence in their western home were attended with much hardship and privation. They continued to occupy their home near Woodstock until

1878, when they removed to Crystal Lake, where they resided until the death of Mr. Best, which occurred in 1890. Both Mr. and Mrs. Best were consistent members of the Methodist Church. The remaining years of Mrs. Best's life were spent with her son, the subject of this sketch. She died in 1901, aged ninety years.

Dr. Best received his early education in the public schools, followed by a course in Todd Seminary at Woodstock. At the age of nineteen years he enlisted as a private in the Ninety-fifth Regiment Illinois Volunteer Infantry. Soon after entering the service he stood on the picket line for a period of five hours through a drenching rain, in consequence of the neglect of the Corporal who, having overslept himself, failed to relieve the guard at the proper hour. As a consequence he contracted a serious illness, which kept him in the hospital most of the time for a year, finally resulting in his discharge for disability. After his army experience he entered Rush Medical College as a student, graduating in 1870. Since then, when not engaged in special study, he has devoted his undivided attention to the practice of his profession. In the winter of 1882 he took a course of lectures at Bellevue Medical College, New York, also devoting special attention to pathology, laryngoscopy and surgery. Again in 1890 he took a general course at the Polyclinic Medical School in New York, with special work in surgery and microscopy. For one year (1896) he held by appointment a position on the surgical staff connected with the Cook County Hospital. During the year 1899 he took a special course in surgery at the Chicago Polyclinic. The time spent by him in special courses of study has proven his devotion to his chosen profession. In fact he has been a life student, in addition to his professional studies having given much attention to the sciences and general literature. His literary tastes have been evinced in the collection of an excellent library for the use of himself and family, and in the time spent in the study of books when not otherwise employed. The love of the beautiful, both in art and nature, has left its impress on his home life.

On December 23, 1867, Dr. Best was married to Miss Celestia Taylor, a woman of cultured intellect, a faithful co-worker and of elevated Christian character. After many years of marital happiness her death occurred on the twenty-

fifth anniversary of their location in Arlington Heights. Two children were the fruit of this union. Emma, born December 3, 1873, was a promising girl of bright intellect and most happy temperament, but died, deeply mourned by her family and friends, January 21, 1890, at the age of a little over sixteen years. Bruce Taylor was born December 9, 1876, and is a young man of vigorous and sterling character and studious habits; he graduated at Rush Medical College in March, 1894, and is now associated with his father in the practice of medicine at Arlington Heights.

On August 5, 1896, Dr. Best was married to Miss Nellie Noyes, a woman of refined and cultivated tastes, who has contributed her full share to the making of a happy home.

Dr. Best is a member of the Methodist Episcopal Church, and has been active in Sunday School work, being, for a number of years, Superintendent of the Sabbath School connected with his church. Politically he has been an ardent and life-long Republican, but tolerant of the views of others. He has always taken an active interest in enterprises looking to the improvement of the village, and has been a liberal contributor to charitable purposes. Of sterling integrity, practical and skillful in his profession, genial and hospitable in his home and social life, he has established for himself a high reputation as a public-spirited and influential private citizen and a most capable and useful member of the medical profession. He is a member of the Chicago Medical Society; the Illinois State Medical Society; the American Medical Association; Gen. John A. Logan Post, G. A. R.; is a Knight Templar, and Noble of the Mystic Shrine.

FRANK BIELENBERG.

Frank Bielenberg, Pipeman, Engine No. 74, Chicago Fire Department, was born in Chicago January 10, 1871; educated in the Foster school, and after leaving school worked as a bell-boy at the Briggs House for one year. He then went to Irondale in 1884, and worked in a nail factory for five years, and later for the Standard Oil Company for one and a half years; then spent a year in California, when he returned to Chicago and joined the World's Fair Fire Department August 5, 1892, on Engine No. 1. He was in the Cold Storage fire July 10, 1893, and on the tower with William Mahoney when

they found it all afire. They went to the north side of the tower and found a rope tied to the railing which proved to be partially burned. They slid down the rope together about forty feet, and then dropped forty-seven feet to the roof of the main building. Bielenberg landed on his feet with a force heavy enough to burst the uppers from both the soles of his shoes, and was rescued unconscious, while Mahoney had both legs and collar-bone broken. Bielenberg was taken to the hospital and recovered so that he was at work again in a month, and remained on Engine No. 1 until the company was disbanded. He then worked in the ship-yard at South Chicago until he joined the Chicago Fire Department December 1, 1894, on Truck 17; and was transferred September 1, 1896, to Engine No. 74, where he still remains ready for any call that may be made for his services either of duty or danger.

Mr. Bielenberg was married in Chicago, November 5, 1895, to Miss Clara Kumpf, and two children have been born to them.

JUDD E. BISBEY.

Judd E. Bisbey, live-stock commission merchant, was born in Perry, Wyoming County, N. Y., December 3, 1831, and educated in the district schools. After leaving school he went to Winneshiek County, Iowa, in 1852, and entered a large number of acres of land, which he held until it became of value in the market, when he deeded it back to the Government at a profit to himself, later deeding 500 acres more near Waterloo, in the same State. Having sold all of his land, he came to Belvidere, Ill., and bought grain for ten years; then went to Cedar Falls, Iowa, and sold goods there for ten years, coming to Chicago in 1871. After his arrival in Chicago he was employed by Wallwork & Malory for one year, and then by Hall, Patterson & Co. for five years. The firm of McDonald, Wolcott & Co. was organized, in which he became a partner, remaining one year. He then found employment with Wagner Brothers & Co., remaining with them ten years; later was connected with the Iowa Live Stock Commission Company for two years, and then with Rosenbaum Brothers & Co. up to the present time.

Mr. Bisbey was married in Belvidere, Ill., January 1, 1855, to Miss Lucia Morse, and one daughter has been the fruit of this union. Mr.

Bisbey has shown by his devotion to his business associates that he is a man of sterling worth, pleasant, courteous and affable in all of his dealings. Has done his part well in assisting to build up this western country, and especially in Cook County, and at the Union Stock Yards.

JOHN CHARLES BLACK.

John Charles Black, lawyer and soldier, born at Lexington, Miss., January 27, 1839, at eight years of age came with his widowed mother to Illinois; while a student at Wabash College, Ind., in April, 1861, enlisted in the Union Army, serving gallantly and with distinction until August 15, 1865, when, as Colonel of the Thirty-seventh Illinois Volunteer Infantry, he retired with the rank of Brevet-Brigadier-General; was admitted to the bar in 1867, and after practicing at Danville, Champaign and Urbana, in 1885 was appointed Commissioner of Pensions, serving until 1889, when he removed to Chicago; served as Congressman-at-large (1893-95), and United States District Attorney (1895-99); Commander of the Loyal Legion and of the G. A. R. (Department of Illinois); was elected Commander-in-Chief of the Grand Army at the Grand Encampment, 1903. Gen. Black received the honorary degree of A. M. from his Alma Mater and that of LL. D. from Knox College; in January, 1904, was appointed by President Roosevelt member of the United States Civil Service Commission, and chosen its President.

JOSEPH L. BLACK.

Joseph L. Black, M. D., practicing physician, Palatine, Cook County, Ill., is a native of Portland, Ind., born May 22, 1868. He was graduated from the Chicago Homeopathic College in 1893, and from the Cook County Hospital on October first of the following year. Having taken a post-graduate course, he located at Palatine, which has been his home ever since. Dr. Black has one of the best equipped offices in Cook County outside of the city of Chicago, and devotes much time to special treatment with his static electric machine. On June 29, 1898, he was married to Rose Robertson, of Barrington, Ill.

JAMES BLAIR.

This successful man of business, widely and favorably known as Secretary and Treasurer

of the National Horse Exchange at the Union Stock Yards, was born at Joliet, Ill., July 1, 1862; received his education in the city public schools, and at the age of eighteen accompanied his father to Lenox, Ill., where he worked on the paternal dairy farm until he was of age. His business career has been a somewhat varied one. On leaving home he went to Aurora, Ill., where he established the firm of Blair Brothers, which, for ten years, imported and sold English horses, he himself conducting a furniture and undertaking establishment for two years. On July 10, 1892, he first took up his residence in Chicago and, in September following, accepted the position of manager of the Moorish Palace at the World's Fair.

Before the close of the Exposition, on September 15, 1893, Mr. Blair organized the firm of Evans, Ellsworth & Blair (incorporated), of which he became President. A year later this corporation was dissolved, to be succeeded by the Blair & Evans Company, Mr. Blair again occupying the President's chair. After two years Mr. Blair bought the interest of Mr. Evans, and proceeded to organize the Blair Commission Company, of which concern he is both President and Treasurer. The company does a large and successful business, its annual sales averaging about five thousand horses. In the eight years during which he has carried on business at the Union Stock Yards Mr. Blair has earned a high reputation for sagacity, sound judgment and integrity, and in testimony of their high confidence in his ability and worth, his business associates have elected him to the responsible position which he so ably fills. On October 16, 1880, he married Miss Frances Curry, of Aurora, Ill., and two children have been born to them.

RUFUS BLANCHARD.

Rufus Blanchard was born in Lyndeboro, N. H., March 7, 1821. In early boyhood he attended the district school. At twelve years of age he entered Ipswich Academy, near his home, and later studied under private tutors in higher mathematics and Latin. To state correctly, Mr. Blanchard was a student to the last day of his life. His parents were well to do for those days, and both father and mother were descended from ancestry who had been active in the making of Colonial and Revolutionary history. He went to New York City in the fall of 1836

accompanied by his father, and engaged in the service of Harper Brothers, publishers. The next spring (1837) he witnessed the closing of the doors of all the banks in Wall Street; and every bank in the United States suspended specie payments as soon as the action of the Wall Street banks became known. If they had not done this, they would have been drawn upon to redeem the entire amount of their circulation in specie. The Wall Street banks did not keep their doors closed more than two days, and after opening again they did business as usual, except that they paid out no specie. This suspension lasted about two years, during which time gold and silver commanded a premium of about twenty per cent, silver being held in special demand, as it was wanted for making change. This was the beginning of the panic of 1837 for which President Andrew Jackson was held responsible. In 1838 Mr. Blanchard, with his older brother, Edwin, went to Ohio, bought land and engaged in farming for three years, teaching school during each winter in log school-houses. No fads were taught, but a number of his scholars were well advanced in their respective studies, embracing the higher branches of mathematics.

In 1847 Mr. Blanchard opened a book and map store in Cincinnati, operating a branch during the winter season in New Orleans. Leaving Cincinnati in 1850 he went to New York City and formed a partnership at 195 Broadway with Charles Morse, son of the inventor of the telegraph, and they were the first in the United States to publish maps engraved in cerography, now called wax-engraving. Sidney E. Morse, editor of the "New York Observer," and brother of the telegraph inventor, improved upon this system of engraving, as it had been practiced in Germany, and gave his nephew Charles and Mr. Blanchard the benefit of his new methods. In 1853 this partnership was dissolved by mutual consent, and Mr. Blanchard transferred his business to Chicago, and opened a general book and map store, where, for the remainder of his life, he was engaged in publishing maps and writing history. His last work, "Documentary History of Cession of Louisiana to the United States," was published a few months before his death, soon after the publication of his history of "The North-West and Chicago." His pursuit of science was confined to such studies in Mathematics and the languages as were

necessary in his business and literary vocation. Mr. Blanchard died at his home at Wheaton, Ill., January 3, 1904, having nearly rounded out a full eighty-three years of active life. He was slightly ill for two hours, but his mind was clear to the last moment of life when, without warning or struggle, he closed his eyes and gently passed away. Mr. Blanchard was an easy writer and deep thinker, a man who made friends and retained them always through his natural force of character and kindly disposition. He had no children. His wife survives him.

JAMES C. BLANEY.

James C. Blaney, former Assistant Engineer, Fullerton Avenue Pumping Station, now Chief Boiler Inspector, city of Chicago, was born in New York City, January 10, 1862; came to Chicago in 1867, and here attended the Coleman public school. After leaving school he served his time at the Rock Island Railroad boiler shops, remaining there six years; then worked for C. P. Willard & Co. (now Chicago Marine Works) for one and a half years, when he became Assistant Superintendent for the Marine Boiler Works, Milwaukee, Wis. (afterwards sold to E. P. Allis & Co.), remaining in that position three years. Returning to Chicago, he worked for Jonathan Clark & Co. as mechanical engineer, assisting in the construction of the Art Institute building; later went to the Stock Yards for the American Glue Company, and when they started was appointed Chief Engineer of their works, remaining two and a half years. He next occupied a position for two years as fireman at the boiler-shop of the Santa Fe Railroad Company, Chicago.

Mr. Blaney stood at the head of a list of one hundred and fifty applicants as boiler-worker, and in February, 1898, received an appointment to the Chicago Avenue Pumping Station. In 1885 he was "tapper" for the Town of Lake water-works; later took charge, as general foreman, of the erection and repairs of all the boilers and tanks of Swift & Company, Union Stock Yards, remaining two years, and then in 1892 started in business for himself at the Garden City Boiler-Works, LaSalle and Root Streets. He continued his connection with this concern until 1896, when, after working at several places, he took the civil service examination and was one of fourteen out of ninety-seven applicants who passed for the posi-

tion of mechanical engineer. He was appointed to the Bridgeport Pumping Station as Assistant Engineer, remaining until July 24, 1900, when the city turned the station over to the Sanitary District. He was then transferred to the Fullerton Avenue Pumping Station, but later, in January, 1901, Mr. Blaney took Cook County civil service examination in mechanical engineering, and was one of the five who passed; was appointed Assistant Engineer for the Cook County Hospital, but declined the appointment. Later he was appointed Chief Boiler Inspector, a position which he still holds.

Mr. Blaney was married to Miss Agnes F. Leach in Chicago, August 28, 1884, and they have had ten children, seven of whom are now living.

ELIPHALET WICKES BLATCHFORD.

Eliphalet Wickes Blatchford, LL.D., son of John Blatchford, D. D., was born at Stillwater, N. Y., May 31, 1826, being a grandson of Samuel Blatchford, D. D., who came to New York from England in 1795. He prepared for college at Lansingburgh Academy, New York, and at Marion College, Mo., finally graduating at Illinois College, Jacksonville, in the class of 1845. After graduating he was employed for several years in the law offices of his uncles, R. M. and E. H. Blatchford, New York. For considerations of health he returned to the West, and, in 1850, engaged in business for himself as a lead manufacturer in St. Louis, Mo., afterwards associating with him the late Morris Collins, under the firm name of Blatchford & Collins. In 1854 a branch was established in Chicago, known as Collins & Blatchford. After a few years the firm was dissolved, Mr. Blatchford taking the Chicago business, which has been continued as E. W. Blatchford & Co., to the present time (1905).

While Mr. Blatchford has invariably declined political offices, he has been recognized as a stanch Republican, and the services of few men have been in more frequent request for positions of trust in connection with educational and benevolent enterprises. Among the numerous positions of this character which he has been called to fill are those of Treasurer of the Northwestern Branch of the United States Sanitary Commission during the Civil War, to which he devoted a large part of his time; Trustee of Illinois College (1866-75); President

of the Chicago Academy of Sciences; a member, and for seventeen years President, of the Board of Trustees of the Chicago Eye and Ear Infirmary; Trustee of the Chicago Art Institute; Executor and Trustee of the estate of the late Walter L. Newberry, and, since its incorporation, President of the Board of Trustees of The Newberry Library; Trustee of the John Crerar Library; one of the founders and President of the Board of Trustees of the Chicago Manual Training School; life member of the Chicago Historical Society; for nearly forty years President of the Board of Directors of the Chicago Theological Seminary; during his residence in Chicago an officer of the New England Congregational Church; a corporate member of the American Board of Commissioners for Foreign Missions, and for fourteen years its Vice-President; a charter member of the City Missionary Society, and of the Congregational Club of Chicago; a member of the Chicago Union League, the University, the Literary, and the Commercial Clubs, of which latter he has been President.

October 7, 1858, Mr. Blatchford was married to Miss Mary Emily Williams, daughter of John C. Williams, of Chicago. Seven children—four sons and three daughters—have blessed this union, the eldest son, Paul, being today one of Chicago's valued business men. Mr. Blatchford's life has been one of ceaseless and successful activity in business and philanthropy, and to such men Chicago owes much. In the giving of time and money for Christian, educational, and benevolent enterprises, he has been conspicuous for his generosity, and noted for his valuable counsel and executive ability in carrying these enterprises to success.

JAMES BLIGH.

James Bligh (deceased), pioneer live stock dealer and commission merchant, was born in Roscommon, Ireland, April 4, 1832; was educated in the common schools, and after leaving school was appointed agent for the Inman Steamship line in his native city, remaining in that position until he came to Providence, R. I., in 1854, and to Chicago in 1855. After coming to Providence he was for a time interested in the construction of the railroad from Providence to Newport. After arriving in Chicago he bought cattle in the country on his own account and shipped them from different local-

ities to the Ft. Wayne Stock Yards, Chicago, for eight years; then bought in the Chicago market through Nichols & Adams, and later formed a partnership with the late W. T. Keenan, continuing in this line seven years, buying and shipping cattle to the Lake Superior region, and trading them for furs and other commodities with the Indians and others. He had a shipment of cattle aboard the steamer "Lady Elgin" when she was lost off Gross Point, on November 7, 1860, and dead cattle were strewn along the shore between Evanston and Gross Point. The man in charge was lost, but Mr. Bligh was fortunate enough to miss the boat, and consequently his life was saved.

He then organized the firm of James Bligh & Co., his son, William J. Bligh, being the other member, which continued for two years until his health failed him, when he returned to his birthplace in Ireland, where on May 10, 1880 (eighteen months later), he passed away, and where his remains repose. He was an esteemed member of Home Lodge, A. F. & A. M., Englewood, and one of the pioneers who helped in the upbuilding of Chicago and the Union Stock Yards.

Mr. Bligh was married in Providence, R. I., in June, 1856, to Miss Elizabeth Notley, and four children blessed their union, three of whom are now living, viz.: G. H. Bligh, W. J. Bligh and Mrs. E. Thorne, formerly Anna Bligh. His widow, Mrs. E. Bligh, now resides at 6407 Ellis avenue, Chicago.

EDWARD M. BLOCKS.

Edward Blocks, furniture dealer and undertaker, Barrington, Cook County, Ill., was born in Chicago, Ill., in 1864, and educated in his native place. He learned the trade of harness-making and wood-turning and in 1893 settled in Barrington, establishing himself there in the undertaking and furniture business. He and his wife Olive have two children—both girls—named Sadie and Magdeline.

ABRAHAM BLUM.

Abraham Blum, hotel-keeper, Arlington Heights, Ill., was born at Dunton, Ill., in 1861, the son of Meyer Blum, a native of Alsace, France (now Germany), who came to Cook County in 1854, and, in 1856, married Henrietta Minchrod. On November 25, 1888, Mr. Blum was married at Lima, Ohio, to Fannie Kohn, and

they have three children—two sons and a daughter.

PAUL J. BLUM.

Paul J. Blum, Superintendent McReynolds Elevator A, South Chicago, was born in Germany, October 3, 1872, the son of John and Catharine Blum, who had a family of six sons and six daughters. When only seven years of age, Paul J. came to America with his brother Joseph J., here attended the public schools, and when he had reached eleven years of age, entered into the employment of the Brunswick Pool-Table Manufacturing Company. In the meantime he continued his attendance on the night schools, graduating in the common branches. Mr. Blum has been engaged in the elevator business some fifteen years, beginning as a shoveler in the Keith & Company Elevator, on Halsted and Archer avenue, later became foreman at the National Elevator on Archer Avenue, where he remained seven years. In 1897 he entered into the employment of Charles Counselman as foreman at the Englewood Elevator, in 1900 becoming connected with the McReynolds Company, where he has since remained, in 1901 being promoted to the position of Superintendent and now having full charge. The McReynolds Elevator was erected in 1900, is thoroughly equipped with modern machinery and has a capacity of one and a half million bushels. Mr. Blum is married, and shows his foresight by carrying a life insurance of \$5,000. In politics he is a Republican, and in religious association a communicant of the Catholic Church.

AUGUST C. BOEBER.

August C. Boeber, prominent business man and City Treasurer of Blue Island, was born in Blue Island, December 17, 1857, the son of Fred and Elizabeth (Hansen) Boeber, both natives of Germany, the father of Saxony and the mother of Baden. The former came to America and to Blue Island in 1842, and the latter to Chicago in 1838, and later to Blue Island, where they were married, and where the father carried on farming, dying there in 1894. They had a family of eight children, viz.: Minnie (deceased), Hannah (now Mrs. Schultz, of Elgin, Ill.), Charles (of Blue Island), William (in hardware business), Julia (Mrs. Blatt, of Englewood), A. C., Lizzie (Mrs. Heineck, of Blue Island), and Anna (Mrs. Neim, of Blue Island). The mother still resides in Blue Island. Au-

gust C. Boeber was reared and educated in Blue Island and at twenty-one years of age embarked in the coal and ice trade, which he continued until selling out his interest in the coal business; he has since given his attention exclusively to the ice trade.

Mr. Boeber married in Blue Island Barbara Fiedler, who was born in Germany, the daughter of John and Catharine Fiedler, coming to Illinois with her parents from their native country. Mr. and Mrs. Boeber have had four children born to them: Clara, Ellen, Irene and Gilbert. Mr. Boeber was elected a member of the Blue Island Board of Trustees in 1887, and again in 1890; in 1901 was elected City Treasurer of the newly organized city of Blue Island. In 1902 he was a candidate on the Republican ticket for County Commissioner for the country districts, and was elected, receiving the largest vote of any candidate on the ticket for that office, and being re-elected in 1904. Socially he is a member of the Royal Arcanum and of the Liederkrantz Society; is also a member of the German Lutheran Church.

ANDREW H. BOEHNER.

August H. Bohner, cheese and butter manufacturer, Barrington Township, Cook County, Ill., was born in Germany in 1854 and educated in his native country. He came to Barrington, his present place of residence, in 1875, and in 1879 was married at Elgin, Ill., to Sophia Walbaum, by whom he has seven children—Laura, Malinda, Franklin (deceased), Louise, Arthur, Edna (deceased), and Marguerite. Mr. Bohner is engaged in the cheese and butter manufacture, and produces about 900 pounds of cheese and 400 pounds of butter daily. He is one of the Supervisors of Cook County, having been first elected in 1899, and has also been a member of the Barrington School Board for four years. He is a Republican in politics and in religious faith a member of the United Evangelical Church.

HENRY BOLTE.

Henry Bolte, Postmaster, Arlington Heights, Ill., was born in Germany, June 4, 1843, the son of Otto and Engel Marie (Russel) Bolte, both natives of Germany, who emigrated to America in 1857, first settling at Syracuse, N. Y. The following spring the family removed to Cook County, Ill., where young Bolte found employment on the farm of his uncle, Henry Russel,

but two years later was apprenticed to learn the shoemaker's trade with John King, of Arlington Heights. In 1862 he enlisted as a private in Company I, Seventy-second Illinois Volunteer Infantry, under command of Capt. (afterwards Lieutenant-Colonel) James A. Sexton, and took part in the battles of Champion Hill, Big Black, the siege of Vicksburg, and battles of Franklin, Nashville, Fort Blakely and Spanish Fort, being mustered out at Vicksburg, August 6, 1865. Returning to Arlington Heights, he worked at his trade for a time, but later spent eight years in Minnesota. Again returning to Arlington Heights in 1875, he opened a shoe store, where he has since continued in business. In 1889 he was appointed Postmaster at Arlington Heights, serving one term, and in 1897, was reappointed by President McKinley, retaining the office until May 15, 1904.

HENRY LEONIDAS BOLTWOOD.

Henry Leonidas Boltwood, teacher, Evanston, Ill., is descended from a Massachusetts family, his paternal great-grandfather, William Boltwood, having been born at Hadley in that State, while his grandfather, also named William, was a native of Amherst. On the maternal side he is descended from Jacob Stetson, of Abington, Mass., where his mother, Electa (Stetson) Boltwood, was born. Professor Boltwood was born at Amherst, Mass., January 17, 1831, fitted for college at Amherst Academy, and graduated from Amherst College in 1853. While in college he began his career as a teacher in the public schools, and, after graduation, taught in academies at Limerick, Me., Pembroke and Derry, N. H.; and in the high schools at Palmer and Lawrence, Mass. On July 31, 1855, he was married to Miss Helen Eugenia Field, of Charlemont, Mass., and of this union only one child (Charles Edward) was born, who graduated at Amherst College in 1881 and died December 23, 1884. Professor Boltwood also served for a time as School Commissioner for Rockingham County, N. H.

In 1864 Professor Boltwood entered the service of the United States Sanitary Commission in the Department of the Gulf, and, during the following year, was ordained Army Chaplain for the Sixty-seventh United States Colored Regiment, but was never formally mustered into the service. In August, 1865, he removed to Illinois and became Superintendent of Schools

at Griggsville, Pike County, where he remained two years. In 1867, on the recommendation of the late Dr. Newton Bateman, then State Superintendent of Public Instruction, he was appointed Principal of the first township high school established in Illinois, which was organized at Princeton, Bureau County, where he remained eleven years, making the school a decided success. In 1878 he organized the township high school at Ottawa, remaining there five years, and then in 1883 removed to Evanston, Ill., to organize and take charge of the township high school there, with which he has been connected continuously ever since, covering a period of over twenty years.

During the thirty-nine years of his connection with the public school system of Illinois, Prof. Boltwood has occupied a prominent place among the teachers of the State. He served for a time as President of the Illinois State Teachers' Association, has been a member of the State Board of Education, and especially active in securing important legislation affecting the State school system. He has devoted much attention to the English language and literature, and is the author of an English Grammar, two Readers, a High School Speller, and a "Topical Outline of General History." In religion he is a Congregationalist, and in politics an Independent with a strong bent in favor of tariff reform. June 17, 1903, Prof. Boltwood completed fifty full years service as teacher, and the Evanston Township Board of Education honored him with a public reception which was attended by nearly a thousand of his former pupils and friends. The President of the Board, in behalf of the citizens, presented him with a purse of \$500.

CHARLES A. BOND.

The life of Mr. Charles A. Bond is an interesting one, if for nothing else because it illustrates the possibility of beginning at the bottom of the ladder and resolutely climbing upward, rung by rung. He is a Rhode Islander by birth, having been born at Providence on November 12, 1863. Since March, 1872, his home has been in Chicago, where at present he is prominently identified with the live-stock interests which center in and around the Union Stock Yards. After completing his course at the Cottage Grove Avenue (public) School, he worked at various places, as opportunity offered,

until 1876, when he began working at the stock yards. His first employers there were Horine Brothers & Co., with whom he remained for a year, when he entered the service of Martin Brothers, continuing there over five years, when he engaged with S. R. Noe & Co., for whom he worked another year. In 1884 he obtained a position with Simon O'Donnell & Co., and in 1899, after fifteen years of faithful service, was admitted to partnership with the firm. In the spring of 1903 he withdrew and went into general insurance business at the Union Stock Yards, where he has made a great success in his new endeavor. Mr. Bond is of a genial and social temperament, fond of company and has many friends. He is an influential member of several fraternal organizations, including the Knights Templar, being a member of Englewood Commandery, No. 59.

LESTER LE GRAND BOND.

Lester L. Bond, lawyer, (deceased), was born at Ravenna, Ohio, October 27, 1829, and was educated in the common schools and an academy, meanwhile laboring in local factories. Later he studied law and was admitted to the bar in 1853, the following year coming to Chicago, where he remained during the rest of his life, giving his attention chiefly to practice in connection with patent laws. Mr. Bond served several terms in the Chicago City Council, was Republican Presidential Elector in 1872, and served two terms as Representative in the General Assembly (1866-70). He was a prominent Mason and member of the Union League and Illinois clubs. Mr. Bond's death occurred April 15, 1903, after a residence in the city of Chicago of fifty years.

JOHN C. BONE.

The life story of John C. Bone, for many years in business at the Union Stock Yards, shows the high degree of success that may be attained by industrious business habits backed by resolute purpose. He first saw the light on a farm near Nashville, Tenn., September 7, 1817, whence his parents removed to Illinois in October, 1824, settling at Springfield. His minority was spent on his father's farm, until, at the age of twenty-one, he secured a farm for himself adjacent to his father's on Rock Creek, in Menard County. Here he raised live stock, at the same time buying and

selling more or less extensively. In 1845 he commenced shipping to Chicago, and in 1856-57 he sought the markets of Albany, N. Y., Boston and Brighton, not being able to dispose of his cattle in Chicago. This business he carried on until 1871, in that year taking up his residence in this city. For two years he sold cattle and hogs for Jesse Adams, and then entered into the commission business on his own account. In this he was very successful until 1896, when failing health compelled his retirement from active business. His death occurred November 17, 1901.

Mr. Bone was married four times, his first wife being Catherine S. Foster, the daughter of a farmer near Springfield, Ill. Their only daughter died in infancy, and Mrs. Bone passed away in 1841. Four years later, on April 1, 1845, he was united to Elizabeth J. Purvines, near Pleasant Plains, Sangamon County. Their only child, Almeda, is the widow of Robert Harrison. The second Mrs. Bone died in 1852, and in 1854 he married Lydia Ann Purvines, also of Pleasant Plains, who bore him one daughter, who is now Mrs. Mary Long, a widow. Two years after her death, which occurred in 1862, he became the husband of Nancy F. Purvines. The issue of this marriage have been three sons and one daughter, one son—John—being deceased. The children of the last marriage still living are: Charles R. M., Carrie Barrett and Orland Smith.

FRANCIS B. H. BONTER.

Francis B. H. Bonter, contractor, attorney and searcher of taxes, was born in Belleville, Ontario, Canada, September 25, 1837, and educated in a district school and at Queen's College, Kingston, Canada. After graduating from Queen's College, in 1853, he became purser on his father's steamboats between Trenton and Kingston and Trenton and Montreal, for eleven years. He then entered the law office of Hon. John Ross and John Bell at Belleville, Canada, and after remaining one year, was obliged to leave on account of ill health. He next entered the employ of the Grand Trunk Railroad Company, first on the west end, in training for a position as conductor, whence he was transferred to the east end, where, having been injured, he resigned in 1857. He then studied dentistry for one year with his brother in Goderich, when he engaged in the soda-water

business for five years, coming to Chicago July 12, 1865. Here he worked for Fred H. Avers as a carpenter, and later for A. J. Stapley, until he entered into the employment of the Illinois Central Railroad Company in 1886, where he remained one year. Then after spending some time in the employment of A. J. Stapley he was engaged in business as a contractor and sidewalk builder for twenty years, when he entered the business of examination and searching of tax titles.

Mr. Bonter was married in Watertown, N. Y. March 13, 1864, to Mrs. Lodica M. Hunter, who passed away in 1881. On February 23, 1882, he married Mrs. Esther C. Hedstrom of Chicago, and three children have blessed their union.

NATHANIEL SHERMAN BOUTON.

It is an ecclesiastical aphorism that "the blood of the martyrs is the seed of the church." Be this as it may, it is certain that the blood of the Huguenots, who fled from France after the massacre of St. Bartholomew, has shown its vital power in the earnest faith and virtuous lives of their descendants, men and women, in every land where the emigrants found shelter, built homes and reared families. It is from this illustrious stock that Mr. Nathaniel S. Bouton claims descent on the paternal side. He belongs to the seventh generation in direct line of descent from John Bouton, a Huguenot, who emigrated from England, and was the founder of the family in this country. Mr. Bouton's father was a clergyman and Doctor of Divinity, receiving his degree from Dartmouth College. He was a native of Norwalk, Conn., and a Yale graduate. In his day he was one of the best known Congregational divines in New England, and served for many years as State Historian of New Hampshire, being the author of many essays showing profound research. For fifty-two years he lived at Concord, N. H., and during forty-three years filled one pastorate. His wife, Harriet Sherman, was a granddaughter of the renowned Roger Sherman. Dr. Bouton died in 1878, and a posthumous autobiography, edited by his son, John Bell Bouton, appeared soon afterward.

Nathaniel S. Bouton was born in the parsonage at Concord, N. H., May 14, 1828. At fourteen years of age he left home and started in

life for himself. Going to Connecticut he worked there on a farm for wages, attending school in the winter; when sixteen years old he taught school in Granby, Mass., and later in New Hampshire. In the fall of 1846 he took a journey into the West, traveling through Wisconsin and Northern Illinois on foot, prospecting. Returning to New Hampshire during the winter, he entered into the employment of E. S. Fairbanks & Co., scale manufacturers, of St. Johnsbury, Vt., as traveling salesman, continuing in their employ more than five years. This was in 1846-52, and it was on horseback and by stage coaches that the young traveler covered the territory assigned him, which included Pennsylvania, Virginia, Ohio, Indiana, Illinois and Michigan.

Having thus acquired a knowledge of the future possibilities of Chicago and the enormous resources of the territory naturally tributary to it, in the fall of 1852 he came to this city in the employ of George W. Sizer & Co., iron-founders of Cleveland and Cincinnati, Ohio, and here built up and managed a plant for them, the following year being taken into partnership of the concern. In 1855 he bought out the interests of Sizer & Co., continuing the business under the name of N. S. Bouton. At the same time he entered into partnership with Stone & Boomer, of the Union Car and Bridge Works, the firm then becoming Stone, Boomer & Bouton. In 1857 Stone, Boomer & Bouton sold out their plant to the Illinois Central Railroad, when Mr. Bouton proceeded to enlarge his foundry business at the corner of Clark and Fifteenth streets, having added to it by purchase the architectural department of the Fred Letz Iron Foundry.

Mr. Bouton's business career has been one of conspicuous and almost uninterrupted success. His business associations have undergone many changes, yet among them all the reputation of his house for excellence of work and rigid fidelity to contract has remained unexcelled. The firms with which he has been connected have erected most of the railroad bridges on western railways, among them being the double span at Rock Island, the first to cross the Mississippi. All descriptions of railway material, and notably cars, have been among their output. The concern of which he was the head secured contracts for the architectural iron work in the principal hostleries and business

blocks of the city, the custom houses at Chicago and St. Louis, the State houses of Illinois and Iowa, and a majority of the grain elevators in this city. In 1881, under the inducement of overtures from the Pullman Palace Car Company, the plant was removed to Pullman and greatly enlarged, a new corporation, the Union Foundry Company and Pullman Car Wheel Works, being formed. The new works covered eleven acres and employed 600 men, the monthly pay-roll being about \$30,000 and the annual output valued at \$1,500,000. In 1886 Mr. Bouton disposed of his interests in this concern, to establish the Bouton Foundry Company, in Chicago, his chief object in so doing being to aid young men in his employ, while contemplating his early retirement. During his entire career, to extend a helping hand to this class of his employes has been one of his most cherished and constant aims. No matter how great the magnitude or the pressure of his most important business interests, no one having a claim upon his attention failed to find him easy of access, while his kindly, sympathetic nature prompted him to aid with friendly counsel and material help as well. Today there exist not less than seven concerns in the iron trade and allied lines in this great manufacturing center, founded by young men whom he trained and helped, while scores of others owe their first start toward success to his unostentatious and well directed kindness.

In his political creed Mr. Bouton is a Republican, although, in municipal elections, he acts independently of party ties. Besides giving his attention to the foundry business in 1857, he accepted from Mayor John Wentworth the position of Superintendent of Public Works, which he held during Mr. Wentworth's administration and that of his successor, John C. Haines; and it was during his occupancy of this office that the grades of the city streets were established and the work of raising them to grade and paving them was inaugurated. About the same time, also, the "pivot bridge" came into use in place of the old "jack-knife bridge." In 1862 he was commissioned Quartermaster of the Eighty-eighth Illinois Infantry, and served as a staff officer until after the battle at Chickamauga, when he tendered his resignation.

In religious and charitable work he is zealous

and indefatigable. He was one of the twelve charter members of the Chicago Relief and Aid Society, and rendered indefatigable and invaluable personal aid in the distribution of the large sums sent to the aid of the sufferers from the Chicago fire. For several years he was President of the Young Men's Christian Association, and also held the same office in the Chicago Bible Society. Reared a Presbyterian, he was for a time an elder in the Olivet, and afterwards connected with the Second Presbyterian Church. Some years ago he took a prominent part in the organization of the Kenwood Evangelical Church, a society formed along wholly non-sectarian lines. In private life, his tastes are domestic, and although a member of both the Union League and Kenwood Clubs, his favorite resort is his fireside. It may also be said of him that, apart from the pleasure which he finds in the society of his family and immediate friends, his chief happiness lies in the performance of works of unostentatious charity and benevolence.

Mr. Bouton has been married twice. His first wife was Emily, a daughter of Dr. Bissell, of Suffield, Conn., who died in 1857, a year after their marriage. He subsequently married Mrs. Ellen Shumway, daughter of Judge Gould, of Essex, N. Y.

JOHN P. BOWLES.

John P. Bowles, President and General Manager of the Bowles Live Stock Commission Company, Chicago, Kansas City, St. Louis, St. Joseph, South Omaha, Sioux City and St. Paul, was born in Quincy, Ill., May 26, 1859, the son of John and Mary (Cass) Bowles. His father came to this country from Ireland in 1826, and located near Joliet, Ill., and as a young man engaged in buying and shipping cattle to New Orleans by boat, making his headquarters at St. Louis before Chicago was a cattle market. He became one of the gold-hunters of 1849, being one of the first to go overland to California after the Mormon migration to Utah. After spending three years in California, trading principally with the Indians in cattle and mules, he returned to Quincy in the spring of 1852, bringing with him \$45,000 in gold, when he turned his attention to farming, growing, feeding and shipping stock to the Chicago market.

John P. Bowles, the son, removed with his parents to Edina, Mo., where he worked on a farm, feeding and shipping cattle until he was twenty years old, when he spent a year in the Gem City Business College at Quincy. After completing his course there, he came to Chicago and, on July 7, 1881, engaged with Keenan & Hancock at the Union Stock Yards at \$40 per month, and from that beginning made steady advancement until he received a salary of \$7,000 per year for selling cattle at the yards. After remaining over eight years with Keenan & Sons, he formed a partnership in 1889 under the firm name of Tomlinson, Bowles & Co., which was continued until December 1, 1895. From that time until December, 1898, he was a member, director and chief salesman of the Strahorn-Hutton-Evans Commission Company. Then retiring from this company he organized the firm of J. P. Bowles & Co., followed on August 1, 1899, by the Bowles Live Stock Commission Company, having its principal offices at Chicago, with branches at Kansas City, the National Stock Yards at St. Louis, St. Joseph, South Omaha, Sioux City, and St. Paul. Of the latter company he is President and General Manager. He has been one of the most successful salesmen at the Union Stock Yards, and has had but few brief absences from his business since he came to Chicago. The company occupies elegant offices on the first floor of the Exchange Building at the Union Stock Yards.

Mr. Bowles was married in Quincy, Ill., Oct. 18, 1893, to Miss Ella Bertha Hense, and three children have blessed their union: Dolores Joan, John Hense and Helen Edith.

CHARLES H. BRADLEY.

Charles H. Bradley, executive officer, was born in Chicago, Ill., April 28, 1850. For nine years he was employed in the Sheriff's office, (from 1866 to 1875), in the office of the Clerk of the Superior Court under Capt. John J. Healy for nine years as Assistant Chief Clerk, and in 1884 was appointed Chief Deputy in the office of Henry Best, Clerk of the Circuit Court, making a continuous official service of thirty-eight years. He thoroughly understands the duties of the office in all their details and is a most efficient officer.

The Bradley family were pioneers in Chicago and have been well known to our citizens

for more than fifty years. His father, Cyrus P. Bradley, was in 1849 collector of taxes for the town of South Chicago, in 1850 Chief of the Fire Department, Sheriff 1854-56, and Chief of Police for seven years. He conducted a United States detective agency, and in this line had no superior, assisting the Government in various capacities during the Civil War. His uncle, Timothy M. Bradley, was Chief Clerk of the Sheriff's office for 25 years, and served one term as Sheriff (1870-72). His uncle, David M. Bradley, was for years business manager, and right-hand man of "Long John Wentworth," of the "Chicago Democrat," and another uncle, Asa F. Bradley, was among the first Chicago surveyors, having surveyed during the 'thirties what is now Lincoln Park for a cemetery. The Bradley family had much to do with managing the affairs of the city of Chicago fifty years ago.

JAMES B. BRADWELL.

James Bolesworth Bradwell, lawyer, ex-Judge and editor, was born in Loughborough, England, April 16, 1828, and brought to America in infancy by his parents, who first settled at Utica, N. Y., and removed to Illinois in 1834. He was educated at Knox College and taught and studied law at Memphis, Tenn., where he was admitted to the bar in 1852. The following year he began practice in Chicago, and was County Judge from 1861 to 1869, making a distinguished record as a probate jurist. In 1872 he was elected to the State Legislature and re-elected in 1874, serving in the House of Representatives two terms. In 1882 he was again a candidate and, as many believed, honestly elected, though his opponent received the certificate. He made a contest for the seat and the majority of the Committee on Elections reported in his favor, but he was defeated through the treachery and suspected corruption of a professed political friend. He is the author of the law making women eligible to school offices in Illinois and allowing them to become Notaries Public. His wife, Myra (Colby) Bradwell, was the first woman to apply for admission to the bar in the United States, and the founder and editor of the "Chicago Legal News," in which enterprise Judge Bradwell was associated and which, since her death, he has conducted in partnership with his daughter, Mrs. Bessie Bradwell Helmer.

EZRA L. BRAINERD.

Ezra L. Brainerd, real estate operator, born in Haddam, Conn., July 14, 1836, was educated in the Brainerd Academy of his native place, and later was graduated from the Law Department of Yale College. He came to Chicago in October, 1859, and was connected with Waite & Towne in their law office until September, 1861, when he enlisted in the United States Army, and after following recruiting for a time was chosen Second Lieutenant of Company K, Fifty-first Illinois Infantry, afterwards being advanced to Captain of Company D in the same regiment. After completing the organization of the company, he went to the front, but was honorably discharged on account of failing health on July 8, 1862. He then returned to Chicago, and by doing outdoor work regained his health. In 1866 he bought the Kenwood property of P. L. Sherman and other parties, which he afterwards sold, and became interested in forty-five acres, and later in seventy acres of property at Eighty-ninth and Loomis Streets. The station on the Rock Island Railroad at that place was named "Brainerd" in his honor. He has built up a town there that will honor the name, has given to it a school site, furnished the pressed brick for a school building, and has always been ready to do anything that would advance the interests of the place. Mr. Brainerd was married, in Chicago, to Miss Hattie B. Morehouse, in May, 1861, and they have four children: Harry H., William L., Frederick H. and Wallace H.

RICHARD BRAY.

Richard Bray (deceased), former hardware merchant and manufacturer, Arlington Heights, Cook County, Ill., was born in St. Johns, Canada, in 1861. He was a member of the Methodist Episcopal Church and a Republican in politics. In February, 1894, he was married to Elizabeth J. Allen, daughter of John Allen of Elk Grove, and had two children: Allen Richard and John Campbell. Mr. Allen, the father of Mrs. Bray, was a native of Vermont, born in 1823, and came with his parents to Cook County, Ill., in 1835, going to California in 1850. He there spent three years, after which he returned to his old home and resumed farming at Elk Grove, where he had a farm of 270 acres. He died August 10, 1889. At different times Mr.

Allen held the offices of Supervisor, Assessor and Road Commissioner.

SOLVA BRINTNALL.

Among the many successful business men who have been identified with the building up of the industrial and financial prosperity of the city of Chicago, none have had a more noteworthy or more honorable career than he whose name stands at the head of this article. It is seldom that any one has been dependent, to so large an extent, upon his own unaided resources, and the success which he achieved was all the more conspicuous and worthy of emulation on that account.

Solva Brintnall was born in Schoharie County, N. Y., October 24, 1817, the son of Solva and Betsy (Stannard) Brinthal, who were early settlers in that region. On the paternal side he was descended from English ancestors who came to America in the seventeenth century. His grandfather, Isaac Brintnall, born August 31, 1752, died at Watertown, N. Y., January 27, 1822; his maternal grandfather, Abiah Stannard, born March 5, 1758, died in Greene County, N. Y., July 13, 1836. His parents were born in consecutive years—his father December 1, 1773, and his mother, December 5, 1774—and, after a wedded union of sixty-two years, both died within three months of each other, the mother March 8, 1867, and the father June 1st of the same year. On both sides his family gave abundant evidence of their patriotism, his grandfathers being prominently identified with the war for American independence, while his father was a soldier in the War of 1812.

Mr. Brintnall's early educational advantages were only of that meager character common to the time and locality in which he lived. Naturally a close observer, he was enabled to supplement the single winter's schooling which he received in boyhood by an amount of self-training which, in the years of his later manhood, made him a well-informed citizen and an educated business man. Up to his nineteenth year his life was spent chiefly in assisting his father in opening up and cultivating a farm in Lewis County, N. Y., where the family located when the youthful Solva was about five years of age. This being in the heavily timbered region of Northwestern New York, gave abundant employment for his youthful

energies during the period of their most active development, the effect of which was manifest in later years in the physical and mental activity which he displayed in business life. In this frontier region for a number of years church and school privileges were almost entirely wanting, though their absence did not necessarily lower the moral standard of the men and women who constituted the pioneers of the Middle West.

At the age of nineteen years (1836) Mr. Brintnall entered upon his first business venture as a railroad builder on the line of the New York Central Railway, being employed in the construction of the first five miles of that road west of Schenectady. Two years later he was engaged in a similar capacity on the Erie Railroad, and still later on the Black River and Erie Canals, being employed upon the improvement of the latter in 1839-40. The following year he resumed his work in connection with railroad construction, and assisted in building a road from Auburn to Canandaigua. Then coming west, he became connected with the construction of the Miami Canal and that between Cincinnati and Fort Wayne, Indiana, upon which he was engaged from 1843 to 1846. During the latter year he entered upon a mercantile career, engaging in the hardware business at Batavia, N. Y., whence he subsequently removed to Attica, and in 1854 to Suspension Bridge, his residence in these places covering a period of eighteen years. It was during his residence at the latter place that the great suspension bridge across the Niagara River, from which the city takes its name, was in course of construction. As a business man and personal friend of the projector and superintendent, Mr. Roebling, he was a keen observer of the progress of this great work, and watched its completion with deep interest.

Attracted by the business and other advantages offered by the city of Chicago, Mr. Brintnall removed thither in 1863, establishing himself there in the hardware trade, to which he had added the stove business. Three years later (1866), having formed a partnership with Messrs. Terry and Belden, they entered upon a wholesale hardware trade under the firm name of Brintnall, Terry & Belden. This partnership was continued until 1876, when, Mr. Lamb having purchased the interest of Mr. Terry, the firm became Brintnall, Lamb &

Co. In 1883 the business was sold out to Messrs. Keith, Benham & Dezendorf, and Mr. Brintnall retired permanently from a business with which he had been connected, in Chicago and elsewhere, for a period of thirty-seven years.

Mr. Brintnall's next business enterprise was in connection with the Drovers' National Bank at the Chicago Union Stock Yards, which he founded immediately after his retirement from the hardware trade in 1883, and of which he became President, serving until January, 1900, when he retired, being succeeded by his son, William H. Brintnall. His management of this enterprise was conspicuously successful from the start, and has proved a most valuable aid to the live-stock trade, not only as it is connected with the city of Chicago, but to those engaged in the trade throughout the Northwest.

In 1846 Mr. Brintnall was married to Miss Hurd, the daughter of Thomas Hurd, of Alexander, N. Y., and they had three children: William H., who succeeded his father as President of the Drovers' National Bank in 1900, and is still at the head of that institution; George S., who resided at McPherson, Kan., but died in 1883, and Mrs. M. F. Perry, now of Seattle, Washington. Mrs. Brintnall died in October, 1875, and in 1878 he married Leonice, the daughter of the late O. F. Woodford, who died in 1896. Mr. Brintnall's death occurred June 8, 1902, in the eighty-fifth year of his age, and was greatly deplored by all who knew him personally and had learned to respect his manly integrity and admire his well-rounded life.

Politically Mr. Brintnall was an earnest Republican, zealously devoted to the principles represented through forty years of national history by Lincoln, Grant, McKinley and the other great leaders of the party, of several of whom he was the ardent personal friend. A conscientious believer in the doctrines of the Christian faith, he was for fifty years identified with the Presbyterian Church, during the period of his residence in Chicago being a member of the First Church of that denomination. He was also actively identified with many works of a benevolent character, including especially the Presbyterian Hospital and the chapel for railway employees.

The "Chicago Daily Sun," published in a

locality which was the scene of his principal business activities during the later years of his life, contained the following announcement of his death: "Mr. Brintnall's demise removes an old and valued citizen from our midst, and a man who had earned for himself, through his upright character and sterling integrity, the respect and friendship of the community."

This sketch cannot be concluded more appropriately than by the quotation of the following contemporaneous tribute to his character and memory from the columns of the "Chicago Record-Herald" of June 9, 1902: "Successful in his business and financial undertakings, Mr. Brintnall very early became a strong factor in social and church work, and all his life was a most charitable man, highly honored by all who knew him and recognized his sterling honesty and uprightness. He was a patriot, like his long line of ancestors, and of tried loyalty to the country when that virtue was most highly prized."

ALBERT BROOKER.

Albert Brooker, Chief Engineer Sixty-ninth and Peoria Street Sewage Pumping Station, was born January 14, 1859, in Clayton, N. Y.; graduated from the public schools, and after leaving school, went sailing on the lakes for three years; was assistant engineer on a lake steamer for three years, and for nine years was chief engineer on different vessels. He came to Chicago in June, 1886, and, in 1894, worked for the Chicago Ship Building Company, being engaged for one year installing engines on steamers. In 1895 he began work as Assistant City Engineer at the Seventy-third Street Sewage Pumping Station, remaining two years; then entered into the employment of the Illinois Steel Company at South Chicago, continuing until January, 1901, when he was certified by the Civil Service Commission and appointed Chief Engineer at the Sixty-ninth Street Sewage Pumping Station. He was transferred to the new Sewage Pumping Station at Pullman (as Chief Engineer), June 1, 1901. Mr. Brooker was married to Miss Emma Calder in Clayton, N. Y., Dec. 23, 1885.

ZENOPHILE PIERRE BROSSÉAU.

Zenophile P. Brosseau, commission merchant and member of the Board of Trade, Chicago, was born at La Prairie, in the Province of Quebec, Canada, October 3, 1840, the son of

Louis and Marguerite (Ste. Marie) Brosseau, being descended from French ancestors who came to Quebec from Nantes, France, in 1672. He was the fourth son of his father's family and grew up on a farm which has been the property of the Brosseau family since 1744. La Prairie is one of the oldest towns in Canada, and here Mr. Brosseau received his education in the common and higher schools until he had reached his seventeenth year, when he removed to Malone, New York, where he found employment as clerk in a general store. In 1860 he came to Woodstock, McHenry County, Ill., whence he removed the following year to Chicago. Here he became associated with Joseph McDonald in the commission business, in 1862, becoming a member of the Chicago Board of Trade, a relation which he has retained ever since, having served as a Director of the Board, at the present time being one of its oldest and most honored members. In common with the majority of the leading business men of Chicago, Mr. Brosseau was a heavy sufferer by the fire of 1871, losing both his residence and his business office, but promptly resumed business under the firm name of Brosseau & Company, by which the concern is still known. The firm now occupies quarters at No. 67 Board of Trade Building.

Mr. Brosseau's prominence in connection with public affairs is indicated by the fact that he is now serving his third term as a Director of the Chicago Public Library, is also a member of the Executive Committee of the Chicago Art Institute, and a member and President of the Alliance Francaise, and his office is the headquarters for French Canadians when visiting Chicago. Among social organizations he maintains membership in the Chicago, the Iroquois, Washington Park, Chicago Golf, and Glenview Clubs. In politics he is a Democrat and was the founder of the French Democratic Club of Cook County. Although deeply interested in public affairs, he is not a seeker for office.

The head of a large and interesting family, Mr. Brosseau still finds time, aside from the cares of business and public affairs, to devote much attention to charitable and philanthropic enterprises and matters of general interest to the city. He occupies one of the most pleasant and attractive homes on the North Side, located at the corner of Lake Shore Drive and Barry Avenue.

ALEXANDER D. BROWN.

Alexander D. Brown, Engineer, Engine 37 (Fire-Boat "Illinois"), Chicago Fire Department, was born in Oswego, N. Y., December 22, 1861, was educated in the public schools, and, after leaving school, was employed on one of the boats in the harbor of Oswego as fireman. Coming to Chicago in 1879, he followed the lakes until he joined the Chicago Fire Department, April 1, 1887. He first worked in the repair-shop until assigned to Engine 20, later to Engine 10, then to Engine 32, and, as candidate on Engine 15, in September, 1887, was transferred to Engine 13; was promoted as Engineer, December 6, 1892, and transferred to Engine 65 and to Fire-Boat "Yosemite," June 20, 1893, to Fire-Boat "Illinois" (Engine 37), January 14, 1899, where he still remains ready for any duty. Mr. Brown has had many hair-breadth escapes; was on the "Yosemite," September 12, 1894, when the boat sank in the lake, but was saved by clinging to the vessel before she went down; was also at the Northwestern Elevator fire, August 7, 1897, on the "Yosemite," and escaped death by obeying the order of Chief Musham to move out of the way of the walls that fell soon after the order was given.

ISAAC EDDY BROWN.

The future of every commonwealth, and especially of every democracy, lies in the hands of its young men, and a republic has no truer patriots than the self-denying men who consecrate their talents, their energies and their lives to the task of properly training and influencing those who are destined to shape, if not to control its destinies. No more effective agency for the accomplishment of such an end exists than the Young Men's Christian Association, with its countless ramifications extending over all Christendom, and even into the lands of the Mussulman and the pagan. Isaac Eddy Brown has been long an active leader in this movement, and through his self-denying activity and unflagging zeal, his name has become familiar to workers in the cause from coast to coast. He was born at Kiantone, N. Y., May 17, 1849. On the paternal side, he is the great-grandson of Daniel Brown, of Rensselaerville, N. Y., who was the husband of Molly Stedman. His paternal grandfather, named Alva, was also born in Rensselaerville, and married Eunice

Eddy, who was descended from Miles Standish, and in two lines from John Alden and Priscilla. His father, Russell McCary Brown, was born at Milan, Cayuga County, N. Y., and his mother, whose maiden name was Electa Louisa Sherman, was, like himself, a native of Kiantone. She was a granddaughter of Noah Sherman, who, with his father, John, served in the Revolutionary War; her father also bearing the name of Noah, and her mother, before marriage, being Nancy Ward. His mother was descended from the Hoars of Brimfield, Mass.

The gentleman whose useful life forms the subject of this sketch, began teaching at the age of eighteen and in 1874 graduated from the Illinois State Normal University, with the highest honors of his class. During the next six years he ably filled the chair of Principal of the Decatur High School. On April 16, 1880, he began what has really been his life work, by accepting the Secretaryship of the Young Men's Christian Association for the State of Illinois, a post of honor and duty which he yet fills (1904).

Feeling the need of a better scholastic equipment, Mr. Brown entered Knox College, graduating therefrom in 1892, receiving the degree of A. M., in course, in 1896. In 1890 he took a prominent part in founding the Y. M. C. A. Training School in Chicago, and during that year was chosen President of the Secretarial Institute, which he assisted in founding in 1884. These two departments of association work have since been consolidated under the name of "The Institute and Training School of the Young Men's Christian Association," with Mr. Brown as President until 1903.

Mr. Brown has been twice married. His first wife, Miss Emma V. Stewart, to whom he was united at Plum Grove, Kansas, on August 9, 1878, died August 1, 1880; and on December 28, 1881, he was married to Miss Mary Johnson of Greenfield, Wis. They have two daughters living—Alice and Florence. Mr. Brown is a deacon in the Congregational Church and in politics is an Independent.

NATHANIEL J. BROWN.

Nathaniel J. Brown (deceased), formerly of Lemont, Ill., was born at Windsor, Vt., January 27, 1812, and from three to fourteen years of age grew up at Rochester and in the vicinity of Lockport, N. Y. In 1826 his parents removed

to Ann Arbor, Mich., where an older brother (Anson) became the founder of the lower town of that name. This brother served as postmaster of Ann Arbor by appointment of President Jackson, and also ran a stage-line westward, with which the subject of this sketch was connected as agent. Information regarding the country thus acquired resulted in his becoming interested in a number of town sites which brought him a handsome profit. Having acquired the title to a large body of land in Kent County, he built a mill on Grand River, and in 1835 began shipping lumber to Chicago, using the schooner "White Pigeon," which he had chartered at Detroit for that purpose. The enterprise proved so successful that it enabled him to pay for the land and expenses incident to the erection and operation of the mill from the proceeds of the first year's business.

While in Chicago he formed a partnership with Augustus Garrett, whose name is associated with the Garrett Biblical Institute at Evanston. The firm laid out the original town of Ionia, Mich., on a tract of land owned by Mr. Brown, at the head of steamboat navigation on Grand River, netting large profits which were invested in Chicago town lots and lands in the vicinity. Later they engaged in an extensive auction business in a building on Dearborn Street opposite the present site of the old Tremont House, dealing not only in general merchandise but in town-lots, both in Chicago and in newly located towns of Wisconsin and Northern Illinois. By a characteristic stroke of enterprise, Mr. Brown, having acquired advance information of the location of the capital of Wisconsin in 1836, secured the entry of fifty-six 80-acre tracts of land at Madison and vicinity in the name of himself and friends, out of which they realized large profits. For a time Garrett & Brown exerted a strong influence in the financial affairs of Chicago. Mr. Brown was also associated in banking operations with Lyman A. Spaulding, a prominent capitalist of Lockport, N. Y., establishing a bank at Ann Arbor, Mich., with Brown Brothers, of New York, as their financial agents.

The firm of Garrett & Brown having been dissolved with the collapse of land speculation about Chicago in 1837, Mr. Brown was induced, at the solicitation of Gen. William F. Thornton, then President of the Board of Canal Commissioners, to undertake the completion of two

sections of the Illinois & Michigan Canal of one-half mile each in the deep rock-cut at the present village of Lemont—taking the place of a contractor who had got into difficulty with his employers. Although a heavy loser by this transaction in consequence of the failure of the State credit—some of his claims against the State remaining unpaid to the present day—he profited indirectly by the knowledge thus acquired of the immense resources of the Lemont limestone deposits for furnishing valuable building stone. Having acquired a large body of what was known as “stone land,” after recovering from his financial reverses he set about its development, and the present status of the Lemont quarries is largely due to his sagacity and enterprise. Known locally as “Gov.” Brown, he spent the evening of his days in the midst of scenes made familiar by his early business enterprises, in the enjoyment of a handsome royalty from his properties, and the deserved respect of his neighbors. His care for the welfare of his employes was shown in his promotion of temperance by encouraging the organization among them of “Father Matthew Temperance Societies” and otherwise. The beneficent results of this policy are shown in the statement that, “during the five years of his canal work, not a saloon was to be found on the section of which he had control,” drunken carousals and riotous assemblies were unknown, and his employes “were recognized as the most orderly and well behaved set of men on the line of the canal.” Besides this, it is claimed “that not a man in his employ was injured at his work, nor were there any accidents of consequence.” Originally a Democrat, with the firing of Fort Sumter, he became a supporter of Mr. Lincoln, and during the rest of his life co-operated with the Republican party. Mr. Brown died August 2, 1900, aged 88 years and six months.

WILLIAM C. BROWN.

William C. Brown, live-stock commission merchant and farmer, was born near White Sulphur Springs, W. Va., January 31, 1834. After leaving school he removed to Perry, Mo., in 1853, and worked on a farm. He came to Chicago in 1856, but returned to Missouri in 1858, and, locating on a farm, engaged in raising live-stock, especially mules, horses and cattle, for market. In 1874 he returned to Chicago and

organized the firm of Brown, Price & Company at the Union Stock Yards, which firm did a successful business for ten years, when, Mr. Price having retired, Mr. Brown entered into partnership with his brother, Edwin E. Brown, under the firm name of Brown Brothers, which continued until Edwin E. was murdered March 2, 1893, in St. Louis. The firm is now known as Brown Brothers & Company, consisting of William C. and his son Edward Lee Brown. William Brown is a charter member of Normal Park Lodge, organized about 1892, and is one of the oldest Masons in Chicago, having been a member of the Masonic fraternity for more than forty years. He was married to Miss Martha D. Muldrow, at Perry, Mo., November 15, 1859, and six children have been born to them, four of whom are now living. Mr. Brown has been a successful business man and has done his part well in building up the Union Stock Yards and Chicago.

EDWIN ERWIN BROWN, brother of William C. Brown, was born at White Sulphur Springs, W. Va., February 6, 1846, formed a partnership with his brother in 1884, and in June, 1892, started the live-stock business in St. Louis, under the name of Brown Brothers & Company. He was killed on the streets of St. Louis March 2, 1893, by three footpads. The murderers were sent to the penitentiary after being sentenced to be hanged, but were pardoned later by Governor Stevenson.

JOHN R. BRUNNICK.

John R. Brunnick, Chief Engineer Seventy-third Street Pumping Station, was born in Janesville, Wis., April 19, 1854, was educated in the public schools, and, after leaving school, went on the lakes in 1869, and in the fall of the same year went to New Orleans, where he shipped as a boy before-the-mast on board a bark from Yarmouth, Nova Scotia, bound for Amsterdam, Holland, loaded with cotton. He followed the sea for twelve years, including a period of three years, during which he was chief boatkeeper of pilot boats at the mouth of the Mississippi; then spent two seasons on the lakes, when in 1883 he commenced work for the Chicago & Northwestern Railroad Company as fireman, remaining one year. He then served as conductor on the Wabash Railroad until 1886, when, on April 15, 1886, he was appointed by Supervisor Thomas Hahan engineer for the

Town of Lake water-works, serving one year.

His next employment was as engineer on the Santa Fe Railroad, remaining from December 26, 1887, to 1894, when he resigned and on July 25, 1895, was appointed Chief Engineer of the Canal Pumping Station, under Mayor Hopkins, serving until his term expired in 1895. He then spent one year in Nashville, Tenn., as Superintendent of the Chicago Fiber Company, but, returning home on account of the closing down of the factory, in 1897 was appointed by Mayor Harrison Assistant Engineer of the Sixty-eighth Street Pumping Station, remaining four months, after which he entered the employ of J. B. Clow & Sons as Chief Engineer, remaining in that position until January 7, 1901, when he resigned to take charge, as Chief Engineer, of the Seventy-third Street Sewage Pumping Station, having passed examination under the Civil Service rules December 8, 1897, taking rank in fourth grade. Mr. Brunnick is married.

EDWARD J. BUCKLEY.

Edward J. Buckley, Captain Engine No. 32, Chicago Fire Department, was born in Chicago December 2, 1867, and educated at the Franklin and other Chicago schools. After leaving school he worked at different trades and later served as turnkey in the County Jail for about three years, from 1884 to 1887. On April 22, 1888, he joined the Fire Department as pipeman on Engine 14, was promoted to Lieutenant in November, 1891, and transferred to Engine No. 67, later being transferred to Engine No. 12, and then to Engine No. 17. July 2, 1896, he was promoted to Captain and assigned to Engine No. 28. His next transfer was to Fireboat "Yosemite," then No. 37, later being successively transferred to Engine 21, and to Engine 32, where he was always to be found on hand, like all the Chicago born firemen, ever ready for any emergency either for prompt service or danger where duty calls.

BENJAMIN B. BULLWINKLE.

Benjamin B. Bullwinkle (deceased), long known as the organizer and efficient head of the Chicago Insurance Patrol, was born in New York City March 18, 1847, the eldest of a family of two sons and one daughter of Charles T. and Eliza (Laughlin) Bullwinkle. His mother having died when he was about seven years of age, the family soon after removed to

Chicago, where the father opened a butcher shop at the corner of Madison and Sangamon Streets, and where he died in 1864, leaving his three children to face the problems of life alone. Benjamin, then a youth of seventeen years, who had spent his early years in aiding his father while acquiring a common-school education, still later working in a grocery, was thus called upon to assume the responsibility of caring for his younger brother and sister, and early displayed those qualities of industry and self-reliance which were conspicuous in his latter life. Obtaining a position as errand boy, he managed to support the younger members of the family until they were able to assist in swelling the common income. Among his early employers were the late Rufus Blanchard, the well-known map publisher, and the American and the Merchants' Union Express Companies, where he learned the value of system and accuracy. His connection with the Chicago Fire Department began in 1868, when he became driver for R. A. Williams, at that time at the head of the Department. Here he remained until 1871, when at twenty-four years of age he was chosen by the fire underwriters to organize the Insurance Patrol. This branch of the service had had its origin in New York as early as 1837, undergoing many changes in after years with a view to securing increased efficiency, and finally being adopted in other cities as necessity required. A committee of the Chicago Board of Underwriters, consisting of A. C. Ducat, Charles W. Drew and Thomas Buckley, who had been appointed to organize a patrol on the New York plan, selected Mr. Bullwinkle to visit the East and investigate its operation. On his recommendation a force of eight men, with a two-horse wagon, was employed, of which he was appointed to take charge as Captain on October 2, 1871, just one week before the great fire of that year.

The service rendered by the newly organized force in the efforts to assist in checking the fire was conspicuous if not successful. The company occupied headquarters at various points until February 16, 1878, when the present headquarters were established at 178 Monroe Street. In 1875 a second company was organized, and Mr. Bullwinkle was appointed Superintendent, a position which he continued to fill until October 12, 1885, when he tendered his resignation. Among the tributes to his

efficiency was the presentation by the members of the force on December 23, 1875, of a gold badge valued at \$150, and, in February following, by the Board of Underwriters, of a gold watch, chain and badge of the value of \$525. After his resignation, which was on account of failing health, he accepted the position of general manager of the Arizona Cattle Company, with headquarters at Flagstaff, Ariz., the company having control of 100,000 acres of land, upon which 10,000 head of cattle were herded.

Mr. Bullwinkle's death occurred May 9, 1887, in consequence of injuries received by a fall of his horse. The event was taken note of in a series of resolutions adopted by the Chicago Underwriters' Association May 14th, following. Mr. Bullwinkle was a member of the Third Presbyterian Church of the city of Chicago, and belonged to several fraternal organizations, including the Landmark Lodge, A. F. & A. M.; Fairview Chapter, R. A. M.; Apollo Commandery, K. T.; and the Royal Arcanum. November 7, 1873, he was married in the city of Chicago to Miss Angelina J. Moody, who, with one son, Benjamin C., still survives him.

HIRAM S. BUNKER.

The life of this prosperous Chicago live-stock merchant affords an admirable illustration of what may be accomplished by the man who joins sound judgment to industry and unflagging energy to high moral sense. His career has been a somewhat varied one, but involves a continued story of hard work crowned by success. He was born on a farm in De Ruyter, Madison County, N. Y., on April 19, 1834. He attended the district schools of that early period until he reached the age of ten years, when the family removed to East Troy, Walworth County, Wis. The journey was made in two wagons, which were carried by boat from Buffalo to Detroit. Upon reaching his destination his father preempted a tract of land, but when young Hiram was seventeen years old the family removed to East Troy village, where the elder Bunker engaged in the grocery business for two years. About this time the young man returned to the place of his birth where, for a year, he pursued his studies at the De Ruyter Institute. His first entry into business was made as a clerk in a dry-goods store, where he remained for another year. Returning to Wisconsin, he settled at Elkhorn, in that State,

where he conducted a dry-goods store for four years, after which he was extensively engaged in the purchase and shipping of live-stock to Milwaukee. At times he personally drove his herds the entire distance, forty-five miles, this being at a period ante-dating railroads. To these two branches of business he later added dealing in lumber and grain.

Mr. Bunker made his advent at the Union Stock Yards in 1871, although he had previously shipped sheep and hogs to the Fort Wayne Yards. It should also be stated that, during the Civil War he was an extensive purchaser of horses for the Government, buying more than one thousand, which he shipped from Elkhorn and the West to Chicago, for branding and transmission to the troops. On coming to Chicago, however, he did not dissolve his connection with the firm of Graham & Bunker, which was founded in 1869 for the shipping of stock and was continued in existence until 1871. Mr. Bunker then started in business at Chicago under the name of H. S. Bunker, and continued until 1876, when the firm of Bunker & Cochran was formed to carry on business at the Union Stock Yards. This copartnership, without change of name, was continued until December 1, 1901. Then the firm was changed to H. S. Bunker & Company.

Mr. Bunker joined the Masonic fraternity early in life and was for many years affiliated with the lodge of A. F. & A. M. at Elkhorn, whence he was demitted to a Chicago lodge. On March 2, 1859, at Elkhorn, Wis., he was married to Miss Anna Mary Findley. Of their two children only one survives.

HERBERT E. BURGESS.

Herbert E. Bergess, Assistant Engineer Central Park Avenue Pumping Station, Chicago, was born in Cambridgeshire, England, August 31, 1870, and in 1877 came with his parents to America, finally locating at Altamont, Kan. Here he attended the country schools in the winter, working on the farm during the summer months until 1883, when he came to Chicago and commenced work in an office building on Fifth Avenue as fireman at \$6 per week, remaining there two years. He next worked as assistant chief engineer at Armour & Company's packing-house, remaining in this position two years, when he made a tour of the South, erecting sugar machinery on plantations there.

Then, returning to Chicago, in 1896 he passed the civil service examination and entered the employ of the city of Chicago as Assistant Engineer at the Seventieth Street Sewage Pumping Station, staying there one year, after which, having passed the fifth grade civil service examination, he was appointed Assistant Engineer at the Sixty-Eighth Street Pumping Station, remaining until January 10, 1901, when he was transferred to the Central Park Avenue Pumping Station as Assistant Engineer, which position, at date of writing this sketch he still retains ready for any duty he may be called upon to perform.

JOHN W. BURKITT.

John W. Burkitt, jeweler, fruit-grower and gardener, Arlington Heights, Ill., was born at Arlington Heights August 8, 1854, the son of Richard and Mary, A. (Pigott) Burkitt, who were natives of England and settled in Wheeling Township, Cook County, in 1846. The elder Burkitt died in 1864. The son was educated in his native village, and early acquired a fondness for horticulture, in which his father had been interested in England. Of late years he has proved himself a successful grower of cherries of a superior quality, which are shipped to dealers in distant cities and find a ready sale at high prices. His experiments in this branch of horticulture have been watched with deep interest, and have already won for him the title of the "Cherry King of Illinois." On January 7, 1882, Mr. Burkitt was married to Lydia Alma Pratt, of Palatine, Ill., who died March 1, 1898, at the age of thirty-four years. He has four children living: Ralph Edward, Granado Ross, Hazel Alma and John W., Jr. The son, Granado, within the last year, has taken charge of the fruit-garden part of his father's business. In addition to his other branches of business, Mr. Burkitt is a Director of the local bank at Arlington Heights, Ill., and also a stockholder, Director and Vice-President of the Sierra Gold Mining Company of Tuolumne County, Cal.

DANIEL HUDSON BURNHAM.

Daniel H. Burnham, Chief of Architecture and Construction of the World's Columbian Exposition of 1893, is a native of Henderson, Jefferson County, N. Y., where he was born September 4, 1846, the son of Edwin and Elizabeth Burnham. His parents were natives of Vermont, and were married in New York about 1841. His

great-grandfather was an officer in the Revolutionary Army, while his mother's ancestors, on both sides, were, for many generations, clergymen. She was a granddaughter of the celebrated Samuel Hopkins, of Revolutionary times, and a cousin of the late Mark Hopkins of California. Edwin Burnham, the father, removed to Chicago with his family in 1855, where he was a wholesale merchant until his decease in 1874, a part of the time being President of the old Merchants' Exchange.

Young Burnham was a pupil in Professor Snow's private school, located on the present site of the Fair Department Store, on Adams Street, and afterwards attended the old Jones school and the Chicago High School. Later he spent two years under private instruction at Waltham, Mass., and one year with Professor T. B. Hayward (previously of Harvard University), at Bridgewater, Mass., as his sole pupil. Returning to Chicago in the fall of 1867, he spent the following year and a half in the office of Messrs. Loring and Jenney, architects; then went to Nevada and, for one year, was engaged in mining, after which he returned to Chicago and entered the office of Mr. L. G. Laurean, architect, where he remained one and one-half years. Immediately after the great fire of October 8th and 9th, 1871, he entered the office of Messrs. Carter, Drake & White, where he made the acquaintance of Mr. John W. Root, with whom, in the spring of 1873, he formed a co-partnership which lasted until Mr. Root's demise in January, 1891.

Among the buildings planned and constructed by Mr. Burnham may be mentioned the National Bank of Illinois building, the Chemical Bank building, Montauk block—ten stories high and the first tall fire-proof building erected in Chicago; the Rialto, the Rookery, the Insurance Exchange, Phoenix, the Counselman building, Chicago, Burlington & Quincy general offices, the Rand and McNally building, Calumet and Calumet Club buildings. He also designed the Woman's Temple, twelve stories, high; the Masonic Temple, twenty stories; the Great Northern Hotel and Monadnock buildings, sixteen stories; the Herald building on Washington street; St. Gabriel's Catholic Church; Church of the Covenant (Presbyterian); the Merchants' National and the Marshall Field retail buildings; the new Methodist and Presbyterian Churches at Evanston, etc. He finished in Cleve-

land, Ohio, the Society for Savings building; the Western Reserve and the Evangelical buildings. At Kansas City he built the Midland Hotel, Board of Trade and American Bank buildings; at Topeka, Kan., the Atchison, Topeka & Santa Fe general office building; the Phoenix Hotel at Las Vegas Hot Springs, N. M.; the Chronicle building and Mills building in San Francisco, the latter one of the finest office buildings in America; also a large office building at Atlanta Ga.; one in Philadelphia twenty-six stories, and another twenty-two stories; one in New York twenty-one stories; one in Baltimore fourteen stories; three in Cincinnati; the Union Depots at Washington and Pittsburgh; an entire block, the Ellicott Square, Buffalo, N. Y., and many other buildings. Mr. Burnham originated the Western Association of Architects and was its first President. He is also a member of many clubs in this and other cities. In October of 1890 he was appointed by the Directory of the World's Columbian Exposition Chief of Construction and Supervising Architect. He made all drawings and contracts, and supervised the artistic and working construction and disbursements for the buildings.

Mr. Burnham has been President of the Western and American Institute of Architects, was chairman of the National Commission established by the United States Senate for beautifying the National Capitol, and has recently been entrusted with the designing of some important plans in this connection. He has been honored by Harvard and Yale Universities with the degree of Doctor of Science. He was married in 1876 to Margaret Siebring Sherman, daughter of John B. Sherman, and five children have been born to them: Ethel, the wife of Albert B. Wells of Southbridge, Mass.; John; Hubert, a cadet in the United States Navy; Margaret and Daniel.

WILLIAM J. BURNS.

William J. Burns, Chief Engineer, North Side Pumping Station, Chicago, was born in Buffalo, N. Y., November 2, 1857, and attended the Christian Brothers' School. After leaving school he served his time as machinist at Sutton Brothers' Machine Works in Buffalo, remaining there four years. He was later on the lakes as chief engineer of lake steamers. The last steamer on which he was employed was the "H. L. Worthington," on which he remained

until 1892. June 10, 1893, he was appointed Assistant Engineer at the North Side Pumping Station. He took the civil service examination and, on January 10, 1901, was appointed Chief Engineer of the Springfield Avenue Pumping Station. Mr. Burns has earned his promotion by the faithful discharge of his many important duties. He was married to Miss Annie Gibbons, in Chicago, January 5, 1887, and they have four children.

WILLIAM BUSSE.

William Busse, County Commissioner of Cook County, was born of German parents in Elk Grove Township, Cook County, Ill., January 27, 1864. His parents were Louis and Christina (Kirchoff) Busse, and his father and both his grandparents (Frederick and Frederika Busse) were natives of Hanover, Germany. Mr. Busse was educated in local public and private schools, attending school in the winter and helping his father on the farm in summer. From 1880 to 1885 he assisted his father in the butter and cheese manufacture and conducting a general mercantile business. Arriving at the age of twenty-one he began farming on his own account, in which he has been quite successful. For ten years he has served as Deputy Sheriff of Cook County, having been appointed in 1890 by Sheriff Gilbert, and has established a high reputation for personal and official integrity. He has always been a staunch Republican, and in 1900 was nominated as a Republican candidate for County Commissioner and elected in November following by a decided plurality, and re-elected in 1902. Mr. Busse's first wife having died February 20, 1894, he was married a second time in August, 1894, to Dina Busse, in Elk Grove Township, by whom he has had two children: Helen, born March 6, 1896, and Oscar, born February 6, 1898, and died in August, 1898. In addition to his other official positions, Mr. Busse has been of late years one of the Directors of the new school at Mount Prospect, his present place of residence.

EDWARD B. BUTLER.

Edward B. Butler, merchant, Chicago, was born in Lewiston, Maine, December 16, 1853. When he was six years old his family removed to Boston, Mass., where he received his education in the grammar and high schools of that city, between school hours assisting his father in

a retail grocery store. At the age of sixteen he left the usual positions of bundle-boy, packer, entry clerk and shipper, and at eighteen years of age became a commercial traveler. For five years he sold merchandise in New England, Canada, and throughout the Western States. In 1877 he returned to Boston and with his brother, George H., engaged in business under the firm name of Butler Brothers, their brother, Charles H., joining them a year later. The coming together of these three brothers meant success; for, by their joint efforts, their business as wholesalers of notions and small wares increased rapidly. In 1878 they made a decided and radical change in merchandising methods by inaugurating a five-cent counter plan. This at first seemed only a bright idea, but proved to be the foundation of the wonderfully successful department stores now in every city throughout the country. The entire soliciting has been done by a comprehensive catalogue, widely known as "Our Drummer."

Mr. Butler is President of the corporation still retaining the name of Butler Brothers, which he, with his brothers (now deceased), founded. Their three houses—one in Chicago, one in St. Louis, and the other in New York—employ more than three thousand men and do a yearly business of more than eighteen million dollars. Mr. Butler takes a special interest in all matters pertaining to moral progress, and contributes liberally of his means to the support of every worthy cause. He was chairman of the Ways and Means Committee of the World's Columbian Exposition of 1893, while at the same time Chairman of the Bureau of Admissions and Collections. Later, he was, for two years, the active head of the Civic Federation of Chicago. He is now President of the Illinois Manual Training School Farm for Boys, at Glenwood, besides being a Director of the Chicago Orphan Asylum, the Chicago Bureau of Charities, the Erring Woman's Refuge, and a number of other charitable organizations. He is also a Trustee of the Rockford College, the Chicago Athenæum, and the Hull House Social Settlement, and a Director in the Corn Exchange National Bank, Chicago. Besides being affiliated with the leading social clubs of the city, Mr. Butler is a member of the Commercial and Merchants' Clubs. He was married to Miss Jane Holley of Norwalk, Conn.

FRANK H. BUTTERFIELD.

Frank H. Butterfield, "Pioneer Fireman" and Captain Engine No. 88, Chicago Fire Department, was born in Chicago, January 26, 1849, and was educated in the Scammon and Newberry public schools. After leaving school at fourteen years of age he enlisted, and wanted to go as bugler for the United States Army, but was refused on account of his being "too short" for the service. Later he went to Boston, Mass., and there learned his trade at the William Mason Locomotive Works, remaining there three years, when he returned to Chicago, and worked for his uncle, D. N. Chappel—known as "Pop Chappel" (who was also Captain of Enterprise Engine No. 2)—in a meat market until he joined the Chicago Fire Department in November, 1869, being assigned to duty on Winnebago Engine No. 16, when it was organized. He was transferred to Long John Engine No. 1 September 1, 1871, and worked on that engine during the great fire in October, 1871. The company lost their horses at the corner of Wells and Adams Streets, and had to pull their engine by hand to Clark and Jackson Streets, where it remained until a large boulder fell from the top of the Grand Pacific Hotel and cut off the tray of the engine. Leaving there they went to Third Avenue and Jackson Street and, having lost their hose, obtained a canvas hose from the "Little Palmer House" at Quincy and State Streets, when they tried to save the African Church, but finding they could not do so, they went to the Honore building, corner of Dearborn and Adams Streets, and later to the Little Palmer House on State Street. After working there for awhile, they found that there was no water in the hydrants, and they had to go into line and get the water from the Lake basin at Congress Street. Then after working at the J. B. Rice Engine House, they went to Michigan Avenue and Congress Street, and then south to Harrison Street, where they saved their engine from tipping into the basin by first putting a rope around it and then taking the two leading horses from Engine 11 and pulling it out of its perilous position. From there going to Washington Street and the Chicago River on the West Side, they pumped water into the mains for twenty-four hours; then went to Michigan Avenue and Hubbard Court, and pumped water into the mains there for forty hours for fire protection, Engines 1, 12, 15 and

16 being the only ones then fit for service after the fire.

Mr. Butterfield was promoted to Assistant Foreman on Engine 1 March 1, 1872; was transferred to Chemical No. 1 in September, 1874; transferred to Engine 24 September 11, 1875; promoted to Captain August 1, 1878; transferred to Engine 64 May 12, 1894, and to Engine 88 December 31, 1900.

Chicago owes a large debt of gratitude to her pioneer firemen, and among them the name of Frank H. Butterfield is entitled to honorable mention. He has had many accidents and narrow escapes; was run over by the "Long John" hose-cart in August, 1873, but his limbs were not broken; was rescued from the debris of the Globe Theater after having been there for nearly an hour, and was found to be not seriously injured. On June 30, 1881, he had his right leg broken, sustaining a compound fracture of both bones, but has recovered its use. He also had his right hand nearly severed by the fall of a chemical from the roof, and suffered many other mishaps too numerous to mention.

Mr. Butterfield was married to Miss Mary Ellen Holmes in Peru, Ill., March 4, 1871, and two children have blessed this union. One daughter is still living.

EDWARD T. CAHILL.

Edward T. Cahill, attorney-at-law, was born in Chicago the son of James and Mary (McCormick) Cahill, who came from Ireland. Prior to leaving the old country, the mother was a school teacher in the national schools, the father being the son of a farmer. The father and mother were married in the State of New Jersey, later removing to Chicago, where the father was soon after killed in a railroad accident, leaving the family with little or no financial support. Edward was educated in the public schools, afterwards pursuing a course of self-study and attending lectures of an educational character, usually pursued in colleges and universities, also studying Latin and French. He began life as a cash-boy, rising to the position of clerk, studied law and was admitted to the bar, entering the law office of Wilson, Montgomery & Waterman, and becoming associated later with Hawes & Lawrence.

Mr. Cahill has never held public office, but has occupied many responsible positions in private life, such as executor, trustee, receiver, assignee, etc. In politics he is a Republican and, being a fluent speaker, has made many able speeches in support of the principles of the Republican party. He is a member of the Chi-

cago Philosophical Society, before which he has delivered lectures on various topics; is a member of the Western Psychical Society, of the Art Institute, and other literary and scientific bodies, and one of the Vice-Presidents of the Sons of Illinois. He has been a contributor to the daily newspapers and magazines on religious, political, social, scientific and legal questions, and has been prominently identified with different public movements, having for their object the advancement of the city and the public good.

As a lawyer Mr. Cahill's practice has been more especially connected with real-estate affairs. He declines to accept criminal cases. He has gained prominence by having raised the question of the constitutionality of the act of the State Legislature, known as the "Short Cause Calendar." He has been employed in the trial of a number of large and important chancery cases involving the title to realty. He has many devoted friends and a large and increasing list of clients, by whom he is regarded with much favor because of his ability and faithfulness to their interests; and is also regarded by his colleagues as a conscientious and painstaking member of the profession in Chicago.

JOHN CALAHAN.

John Calahan, Engineer Engine No. 83, Chicago Fire Department, was born in Albany, N. Y., May 9, 1842; was educated in the public schools of New York, and coming to Chicago in 1853, attended the Dearborn school. After leaving school he worked as shop-boy in several shops, and later on the lakes. On September 11, 1861, he enlisted in the United States Navy on the United States Frigate "Cumberland," remaining on that vessel until she was sunk by the Merrimac, March 8, 1862. Then he served on the Frigate "St. Lawrence" until honorably discharged, October 14, 1863, after which he sailed on the lakes and later worked at steam-fitting until October, 1875, when he joined the Fire Department, taking a position on Engine No. 17. He was transferred to Engine 27, on December 31, 1875; to Engine 22, in 1877; back again, as Engineer, to Engine 27, in April, 1887; and to Engine 83, September 14, 1898, where (1901) he still remained. Mr. Calahan has met several minor accidents and has had many narrow escapes, but is ever ready to face any duty or danger he may be called upon to meet. He is an "old timer" and has chased and shot quails and other kinds of game from Fort Dearborn on Michigan Avenue to Twelfth Street in 1854 and 1855. He was married to Miss Mary Kent, in Chicago, May 3, 1872, and they have had seven children, five of whom are now living, viz.: John, James, Catharine, Mary and Grace.

JOHN M. CAMERON.

John M. Cameron, lawyer, Chicago, was born in Ottawa, Ontario, September 18, 1867, the son

of Neil and Mary (McRae) Cameron, and at two years of age was brought to Chicago, where he has lived ever since. He acquired his education in the Chicago grammar and high schools, then studied law, was admitted to the bar in June, 1889, and has since been engaged in practice, being first connected with the firm of Campbell & Custer, then with its successor, Custer, Goddard & Griffin, and at the present time as junior member of the firm of Custer, Griffin & Cameron. On January 1, 1895, Mr. Cameron was married to Miss Anna Iverson, and they have (1904) two surviving children, viz.: Alan C. Cameron and Anita C. Cameron. In politics Mr. Cameron is a Republican, is affiliated with the Masonic fraternity, is a member of St. Paul's Episcopal Church at Riverside, and member of the Board of Trustees of that place, where he has resided for a number of years. The law firm of which Mr. Cameron is an active working member has its office at 809 to 815 Rookery Building, Chicago, where they have been located for fifteen years.

JOHN G. CARLSON.

John G. Carlson, pioneer fireman, Captain Engine No. 83, Chicago Fire Department, was born in the western part of Sweden, November 29, 1835, was educated in the common schools, and, after leaving school, learned the tailor's trade with his father. Coming to Chicago in September, 1852, he remained in the tailoring business until the death of his father, which occurred in 1855. In March, 1857, he joined the Volunteer Fire Department as hoseman on the Philadelphia Hose Company. The company disbanded in the spring of 1859, and on July 12, 1862, he joined the paid Fire Department as pipeman on "Long John," No. 1, under the command of foreman "Matt Benner," where he remained until June, 1869, when he was transferred to Jake Rehm Engine, No. 4, and was promoted to foreman July, 1871. He was in Saturday night's fire (October 7, 1871), and went to Canal and Adams Streets; was called out Sunday night about nine o'clock, to the "big blaze" of October 8-9th, and took a position at the church at the corner of Mather and Clinton Streets, working there until he was obliged to move to Mather and Jefferson Streets, where, with the assistance of Engine No. 17, he prevented the fire from going west; then went to the corner of Canal and Beach Streets, and fought the fire in the lumber yards until the water gave out. He then went in line with Engine No. 6, and worked on the Government Bonded Warehouse at the foot of Beach Street, until ordered to form a line with other companies from the lake. From there he went to the North Side, going to work at Division and Halsted streets in connection with companies from other cities, remaining there until 3 o'clock Tuesday morning. The next two weeks were spent working, off and on, in putting out fires in the coal yard and pumping into the water-mains for the West Side. He was

successively transferred to Engines 20, 22 and 27, and, in 1879 to Engine 4; June 15, 1893, organized Engine 69; was transferred to Engine 79 in January, 1896, and to Engine 83, June 15, 1897. During his long and constant service, he has had many narrow escapes and rescues, but (1901) is still on hand ready for any call of duty or danger. Captain Carlson was married in Chicago, March 8, 1873, to Miss Matilda Johnson, and they have had four children, three of whom are now living.

JAMES A. CARNES.

James A. Carnes, Captain Engine No. 62, Chicago Fire Department, was born in Hartford, Conn., January 23, 1862; came to Chicago with his parents in 1867, and was educated in the Mitchell and Foster public schools. He worked for Norton Brothers, can manufacturers, for five years, when he went to Leadville, Colo., remaining there five years more. Returning to Chicago in 1885 he joined the Hyde Park Fire Department, May 1, 1886, on Engine No. 1; was promoted to Lieutenant in June, 1887, the number of the engine being changed to 45 when Hyde Park was annexed to Chicago, August 1, 1889. He was next transferred to Truck 16 on December 31, 1890, and to Engine 51 in June, 1891; was promoted to Acting Captain, May 1, 1893, on Engine No. 63, World's Fair Grounds, and to Captain, May 31, 1894. His subsequent changes include his transfer to Engine 73, to Engine 82, April 15, 1897, and to Engine 62, October 6, 1900. He is now (1904) in charge of Engine No. 63.

Captain Carnes was at the Cold Storage fire, World's Fair Grounds, July 10, 1893. His company remained on the tower until forced to leave, when they worked on the ground while Chief Murphy and Lieutenants Barker, Wilbur and Reffeld went up the ladder and rescued Captain Fitzpatrick, who was lying on the roof. The rest of the company worked on the fire and carried out five bodies of those killed. There was no fire anywhere when they arrived at the building, except in the dome. Captain Carnes thinks the hot air exploded and set fire to the stack. He has had many narrow escapes and rescues; during a fire at Oakwood Boulevard and Cottage Grove Avenue, while looking for a party in peril, he went through to the basement and had his jaw and leg broken; was also nearly suffocated at the World's Fair Hotel fire in 1893, and later rescued pipeman Powers. Captain Carnes was married in Chicago, July 31, 1889, to Miss Mary O'Donnell, and they have had four children, three of whom are now living.

WILLIAM E. CARNEY.

William E. Carney, Captain of Fire-Insurance Patrol No. 5, was born at Union Springs, N. Y., November 25, 1854, came to Kenosha, Wis., in 1860, and was educated in the public schools. He worked in a grocery and feed-store until 1872, when he came to Chicago and there worked at different trades and in the coal busi-

ness, also being employed by the American Express Company. He joined the Fire-Insurance Patrol, December 15, 1889, was assigned to Patrol No. 1, and served as patrolman for five years and as driver for four years. He was transferred January 1, 1898, to Patrol No. 3, and promoted to Lieutenant; then transferred to Patrol No. 5 May 1, 1900, and promoted to Captain. One of his closest calls was at the McVicker's Theater fire, when, by hard running before the roof fell, he escaped personal injury. Later he had a similar escape when a building on Cottage Grove Avenue and Thirty-second Street was split in twain. He was married to Miss Catharine Lavin in Chicago, on Easter Sunday, 1879, and they had two children, one of whom is now living. Mrs. Carney having died some years previous, on Easter Monday of 1893, Mr. Carney was married to his second wife, who was Margaret A. Furness of Chicago. A brave patrolman, Captain Carney has always shown himself ready for service where duty calls.

SAMUEL T. CARR.

Samuel T. Carr, contractor, son of Silas T. and Susan L. Carr, natives of New York, was born March 13, 1841, in the same place, and educated in private schools. On June 22, 1862, he came to Chicago and went into the dry-goods business with A. G. Downs & Co., remaining nine years. On May 12, 1864, he enlisted in Company A, One Hundred and Thirty-fourth Illinois Volunteer Infantry (Captain John Dyer), and served nearly six months, taking part in the campaign against guerrillas in Kentucky and Missouri, and being discharged October 25, 1864. Mr. Carr was married to Mary E. Halleck, in Chicago, September 20, 1866, and they became the parents of four children: Susie E., Anna Belle, Ethel May and Daniel W. Mrs. Carr died in 1875 and on May 13, 1900, Mr. Carr married Elizabeth Ross. He is a Protestant in religious belief, a Republican in politics and by occupation a contractor.

ROBERT S. CARROLL.

Robert S. Carroll, attorney, was born on November 20, 1845, in the city of New Bedford, Mass., and received his education in the public schools. On September 20, 1862, he enlisted in the Forty-seventh Massachusetts Infantry—the Merchants' Guard of Boston—serving in New Orleans under Gen. Banks, when the latter relieved Gen. Butler, being mustered out September 1, 1863. He re-enlisted in the Fifty-eighth Massachusetts Veteran Regiment, January 20, 1864, and served under General Grant when he took command of the Army of the Potomac, participating in the battles of the Wilderness, Cold Harbor and Petersburg, up to the battle of The Crater, July, 1864, when he was taken prisoner and confined in the rebel prison at Danville, Va., and Libby Prison at Richmond, until February 22, 1865, when he was paroled. Later he returned to his regiment and participated in the grand review at

Washington, just before the mustering out of the Army of the Potomac, which occurred July 14, 1865.

After returning home, Mr. Carroll studied law in Boston, was admitted to the bar and, in 1877, removed to Chicago, where he has practiced his profession ever since. He was married in Chicago, November 30, 1881, and has one son. Mr. Carroll is a member of the Masonic Order (32nd degree), Independent Order of Odd-Fellows, Knights of Pythias, and Grand Army of the Republic.

CHARLES E. CASE.

Charles E. Case, Captain of Engine No. 20, Chicago Fire Department, was born in Chicago, Jan. 15, 1859, and educated in the Kinzie and Hayes schools; then worked for Crane & Company as a molder, and later ran the elevator at the Hale Building, 103 State street. He joined the Fire Department December 31, 1881, on Chemical No. 1, and was transferred to Engine 17, and then to Engine 26 in December, 1884. March 1, 1886, he was promoted to Lieutenant and assigned to Engine 34, then on May 1, 1888, to Engine 17; was promoted to Captain August 31, 1889, and assigned to Engine 5; was transferred to World's Fair Engine in service building in 1893, and later had successive transfers to Engine 59, then to Engine 24, and on January 31, 1900, to Engine 20. On September 1, 1884, at a fire in McComb's Veneering Works at Kinzie Street and Ashland Avenue, he was buried beneath the fallen timbers and badly crushed, compelling him to remain off duty for seven months. On September 1, 1885, while driving the cart for Engine 26, he came into collision with Engine No. 12, was thrown from and run over by the cart, sustaining internal injuries, besides a broken arm, which laid him up about four months. He received the Lambert Tree medal and honorable mention for promptness, skill, and bravery in assisting in the rescue of seventeen persons from a burning building at 92 West Lake Street, on the morning of October 12, 1888. Captain Case has had many other narrow escapes, but like many other Chicago boys is ready for any emergency where duty and danger calls.

CHARLES C. CHACE.

Few positions in business life call for a combination of qualities at once so essential and so rare as that of auditor of the accounts of a great corporation. To a familiarity with figures and a ready comprehension of their relations must be added painstaking accuracy, to quick perception must be joined thorough familiarity with detail, tireless energy and executive capacity must go hand in hand, while the entire superstructure must rest upon a foundation of incorruptible integrity. Probably no man in Chicago's commercial world better understands these requirements than Mr. Charles C. Chace, the auditor of the Union Stock Yards and Traction and the Chicago

Junction Railway companies. To the discharge of the high trust and grave responsibilities attaching to this dual position he has brought a ripe experience and thorough equipment.

Born at Port Jervis, N. Y., August 30, 1855, he received a thorough elementary and business education, and in 1881 was given the position of cashier in the Lafayette, Ind., office of the Lake Erie & Western Railway Company. After five years of faithful service there, he was appointed the company's agent at Findlay, Ohio, where he remained for six years. In 1892 he accepted an offer from C. H. Hammond & Co., to become their traffic manager at Omaha. Four years later the Hammond Company organized the Chicago, Hammond & Great Western Railway Company, Mr. Chace being made auditor. On the merging of this corporation with the Chicago Junction Railway Company, on April 1, 1897, he continued to fill the same post. In February, 1898, he was appointed auditor of the Union Stock Yards and Transit Company.

Mr. Chace was married to Miss Jessie M. Finney, a young lady of Indianapolis, on May 23, 1890, and their union has been blessed with one daughter.

CALVIN CHAMBERLAIN.

Calvin Chamberlain, storekeeper, Union Stock Yards & Transit Company, was born in South Danvers (now Peabody), Mass., August 29, 1844; received a common school education until the age of thirteen years, then assisted his father on a small farm in Lynn, Mass., until the fall of 1861, when, at the age of seventeen years, he enlisted in Company B, Seventeenth Regiment, Massachusetts Volunteer Infantry, in which he served three years. This regiment joined General Burnside's expedition into North Carolina, and participated in all the principal engagements in that department, including Roanoke Island, Newbern, Goldsboro, Kingston and others.

After the war Mr. Chamberlain returned to his native city for one month, and then coming to Chicago in December, 1864, was employed by the United States Express Company, to which he rendered efficient services in the great fire of 1871, assisting in saving much valuable property, for which he was rewarded by the company. In 1875, he severed his connection with the Express Company and entered into the employment of Atkinson & Lunt, marble dealers, remaining with that firm until the summer of 1878, when he entered the service of the Union Stockyard & Transit Company, as bookkeeper and storekeeper of the commissary department of the Transit House, making a continuous service of twenty-two years for that company. After the fire of 1871, he, with his brother Charles, purchased a home in Englewood, and has since resided there.

On April 17, 1879, Mr. Chamberlain married Miss Ida A. Gregory, of Englewood, Ill., and two children have been born to them. Mr. Chamberlain is a member of George G. Meade

Post, G. A. R., of Englewood, Ringgold Council Royal Arcanum, and other societies.

WILLIAM ROSWELL CHAMBERLAIN.

When William the Conqueror invaded England in 1066, one of the chief officers was named Chamberlayne. The Chamberlains in England belonged to the Puritan party in the war with Charles I. The ancestors of William R. Chamberlain came to America in 1638 and settled near Boston, Mass., since which time there has not been a war fought by the Colonies or the United States that has not been participated in by some members of the family. Mrs. Chamberlain also traces her ancestry back to the early settlers of Massachusetts.

The subject of this sketch was born near St. Elmo, Fayette County, Ill., August 31, 1851, the son of Philo Culver and Euphemia (Cooper) Chamberlain, the former born in Campbellsburg, Ind., and the latter in Ohio. The paternal grandparents were Jonathan and Hannah (Culver) Chamberlain, both of whom were natives of New York. On the maternal side of the family the grandfather was Thomas Cooper, born in Ireland, who married Ann Locke, a native of Ohio. When four years of age William R. lost his father by death, and five years later his mother died. At the age of eleven years he began working on a farm for four dollars a month and continued to be thus employed until he attained his majority, receiving his education in the district schools, which he attended during the winter months until he was able himself to become a teacher. Later he attended the Northwestern University, at Evanston, Ill., from which he was graduated in 1881. He then taught school and studied law, being admitted to the bar at Springfield in 1884, since when he has been engaged in active practice. He has organized a large number of corporations, being especially proficient in that line of legal work, and has also contributed to various law journals. Mr. Chamberlain has acquired an intimate knowledge of the German language and, being a zealous Republican, made speeches in that language during the McKinley campaign. He also canvassed Missouri for a month during 1896 by request of the National Committee. Religiously Mr. Chamberlain is affiliated with the Methodist Church. On February 21, 1887, Mr. Chamberlain was married in Chicago to Harriet I. Haines, and three children have been born to them: Faith Carrie, Grace Ann, and Philo Haines.

EDWARD BRUCE CHANDLER.

To the chronicler of human events it is always a grateful task to recount the life story of the man of earnest purpose and resolute will, who has hewn out his road to success and inscribed his name upon the roll of the country's successful men. Born in the State of New York, Mr. Chandler's father's family was of New Jersey origin, while that of his mother belonged to one of the old and respected houses

of Connecticut. His paternal great-grandfather, Joseph Chandler, settled in Granville, Washington County, N. Y., where his grandfather, William, and his father, George Chandler, were born. His maternal great-grandmother, Martha Utler, was a native of New Jersey; his mother's maiden name was Louisa Harris. The latter was born at Hartford, Washington County, N. Y., the granddaughter of Israel and Sarah (Morse) Harris, of Cornwall, Conn. Her father, Joseph Harris, was a native of Williamstown, Mass., and her mother, born Lucretia Lord, first saw the light at Norwich, Conn.

Edward Bruce Chandler was born at Hartford, N. Y., January 30, 1838, and in his boyhood coming west, attended school at Romeo, Mich., and in 1858 graduated from the University at Ann Arbor. The natural "bent" of his mind being towards electricity, on leaving college he commenced the study of telegraphy in the office of the Superintendent of the Illinois & Mississippi Telegraph Company—the old "Caton Lines." His first salaried position was at Bureau Junction, where the Rock Island Railroad Company paid him a monthly stipend of thirty dollars; next was stationed successively at Rock Island and Peru, and later spent a year in the office of the Superintendent of the Illinois Central at Amboy, and two years as operator and cashier in offices of the Rock Island Company. Skill, experience and fidelity next secured for him the position of manager of the Caton lines with headquarters at Springfield, Ill., which position he filled during a considerable portion of the Civil War, when the receipt and transmission of secret governmental dispatches, the handling of which called for inviolable secrecy, rendered his duties doubly responsible.

Wearying of telegraphy and anxious to enter the broader field for which he felt himself fitted, Mr. Chandler, leaving Springfield in 1865 came to Chicago to become the first General Superintendent of the Chicago Fire Alarm Telegraph Service, and in this capacity was in charge of the city's electrical service at the time of the great fire in 1871. He resigned this position May 1, 1876, to become the General Western Agent of the Gamewell Fire Alarm Telegraph Company. He was also President or Secretary of the Police Telephone and Signal Company almost continuously from its organization in 1882, and was Treasurer of the old American Electrical Society until it passed out of existence. His reputation as an electrical expert was widely recognized, while his business career was marked by well earned success.

Of genial temperament and fond of social pleasures, Mr. Chandler had many friends. In his college days he was a member of the Beta Theta Pi fraternity, and was a member of the Masonic fraternity over a quarter of a century, having been initiated into Home Lodge No. 508 A. F. & A. M., in 1877, becoming a Royal Arch-Mason the same year as a member of Chicago Chapter, No. 127, and still later a Sir Knight in

Apollo Commandery No. 1. In his later years he was one of those who organized the Chevalier Bayard Commandery No. 52, in which he filled the various offices, terminating with that of Eminent Commander. He was also member of the Medinah Temple Lodge of the Mystic Shrine. He was an active and enthusiastic craftsman, always on the alert for the good of his Order. He was also a member of the Calumet Club and of the Loyal Legion.

At Princeton, Ill., January 8, 1872, Mr. Chandler was married to Miss Emily Mosley, and the issue of this union has been two children—Alice, married to Capt. O. L. Spaulding, Jr., U. S. A., and George M., a civil engineer of Chicago. Mr. Chandler died of pneumonia at his home in Chicago, June 6, 1904.

HORACE G. CHASE.

Horace G. Chase, retired, Chicago, was born in Hopkinton, N. H., July 9, 1827, the son of Hon. Horace and Betsey (Blanchard) Chase, the former a native of Unity, N. H., and the latter of Medford, Mass. His father was a graduate of Dartmouth College, N. H., the Alma Mater of many of the most distinguished statesmen and jurists in American history, including such names as Daniel Webster, Rufus Choate and others. In early life he was admitted to the bar, and for many years served as Judge of Probate of Merrimack County, in his native State. During the administration of President Jackson he was appointed Postmaster at Hopkinton, but owing to the demands of professional and judicial duties, being unable to give his personal attention to the office, placed it in charge of his son, Horace G., who, although a youth of only twelve years, took the usual oath as Deputy Postmaster, discharging the duties of the office in a practical and efficient manner. Judge Chase, in his day, was a prominent member of the Masonic fraternity, and was highly honored and widely known in Masonic circles throughout New England as "Father Chase," and up to the time of his decease in 1875, was recognized as an authority on fraternity laws and customs.

Horace G., the immediate subject of this sketch, was educated in the public schools and Hopkinton Academy, while a member of the latter his hours of recitation being so arranged as not to interfere with his postoffice duties. It was the purpose of his father to give him the advantages of a course in Dartmouth College, but this plan was frustrated by the desire of the son to engage in business away from home and on his own account. Therefore, at the age of sixteen the latter became an apprentice in the mathematical and nautical instrument store of Samuel Thaxter & Son, in the city of Boston, where he remained until his health becoming impaired, he returned to his home at Hopkinton, but in 1852 followed his two brothers who had preceded him to Chicago. On his arrival here he promptly found employment with James H. Rees, who, with Edward A.

Rucker, originated the present system of examining real-estate titles, for which purpose the compiling of the abstract books had already been commenced. Mr. Chase's brother, Samuel B., was already associated with Mr. Rees, being in charge of the abstract department of the business, and engaged in the investigation of titles while the indexes were in course of preparation. In 1855 Mr. Chase became a partner in the firm of Rees, Chase & Company, consisting at that time of James H. Rees and Samuel B. and Horace G. Chase. A few years later the Chase Brothers bought out the interest of Mr. Rees, and the business was continued until the fire of 1871, the firm name at that time being Chase Brothers & Company, consisting of three Chase brothers—Samuel B., Charles C., and Horace G.—with George H. Bailey. This great catastrophe wiped out every vestige of county and court records, but fortunately for real-estate owners in Cook County, each of the three firms then engaged in the abstract business—Chase Brothers & Company, Shortall & Hoard and Jones & Sellers—saved a portion of their records which, united, made a complete whole. Mr. Horace G. Chase became an active factor in securing the consolidation of these firms; and although this step was at first widely misunderstood, and through the medium of the press and otherwise severely criticised and misrepresented as an attempt to establish a monopoly in the abstract business, it was practically recognized by act of the State Legislature and has been vindicated by the courts and popular judgment of real-estate owners. Following this combination, the united firms leased their abstract books to several of their old clerks under the firm name of Handy, Simmons & Co., who continued the business of making abstracts of title to real estate in Cook County until 1888, when the Title Guarantee and Trust Company became the outcome of the combination above named. In the meantime the Security Title & Trust Company and the Chicago Title & Trust Company had been formed, and were doing business on the same lines, as the Title Guarantee & Trust Company, when largely through the efforts of Mr. Chase, who was a director in the Title Guarantee & Trust Company, the stockholders of the several companies sold their holdings to a syndicate which formed the present Chicago Title & Trust Company, representing a capital of five millions of dollars. The growth of real estate interests in Chicago, during the past fifty years, is indicated by the fact that Mr. Chase and his brother Samuel B. Chase, were able to make all the abstracts required by the public and assist in compiling the abstract books when they entered into the business in 1852, the same work now requiring a force of over 300 clerks.

From the date of his arrival in Chicago, Mr. Chase has taken an active interest in Masonic affairs, there being at that time only two lodges of the Order in the city—the LaFayette and Oriental. Mr. Chase was secretary of the latter

for ten years and held a similar relation with LaFayette Chapter for two years. In religious faith he is an Episcopalian, an earnest supporter of the Reformed Episcopal movement, and a member of Christ Church congregation under the leadership of Bishop Charles Edward Cheney. Allying himself with the Republican party on its organization in 1856, he supported John C. Fremont for President that year, and has since been an earnest champion of the principles of that party.

Mr. Chase was married June 14, 1860, to Miss Ellen Marian Sherwin, of Chicago, and they have four children: Samuel M., Bessie L. B., Lucy B., and Horace Stanley. Mrs. Chase is a niece of the late William Rickards, well known in the early history of Chicago as landlord of the old Lake House, and later proprietor of the old Sherman House.

Although spending his summers at his birthplace, Hopkinton, N. H., Mr. Chase is still deeply interested in Chicago affairs with which he has been connected for the past fifty years, and has unlimited faith in the future of the city in which he has been so prominent and influential a factor during that eventful period.

CHARLES CARROLL CHASE.

Charles C. Chase (deceased), early citizen and prominent business man of Chicago, was born at Hopkinton, Merrimack County, N. H., September 19, 1829, the son of Horace and Betsey (Blanchard) Chase, and died in Chicago December 4, 1895, after a residence here of nearly forty-five years. His father, Horace Chase, was a farmer by occupation, but served for many years as Judge of the Probate Court in Merrimack County. He was also prominently identified with the Masonic fraternity, and, for a considerable period, held the office of Grand Secretary of the order for the State of New Hampshire. In the days of the early stage-coach he served as postmaster of his native town on the route from Boston leading northward. Jonathan Chase, the father of Horace and grandfather of Charles Carroll, was a soldier in the War of the Revolution, holding the rank of Captain and, for a time, serving as Aide-de-Camp on the staff of the celebrated General Stark.

Charles C. Chase received his education in a grammar school and academy in his native town. The Hopkinton Academy was considered one of the best of the State, at one time having an enrollment of over one hundred pupils, many of whom came from a distance and were boarders in the institution. A course in an institution of its character was considered a sufficient preparation for admission to college, while it was regarded as an ample qualification for the ordinary pursuits of a business life unless the pupil contemplated entering upon one of the learned professions.

Mr. Chase came to Chicago in May, 1851, and was ever afterwards prominently identified with the social and business life of the city.

The day after his arrival in Chicago he obtained employment as assistant in the office of the City Clerk, remaining until September, 1852, when he resigned to accept the position of principal bookkeeper in the banking-house of H. A. Tucker & Co. Compelled a year later to relinquish this position on account of ill-health, in the spring of 1854 he became Secretary and Treasurer of the Chicago Hide & Leather Company, which place he continued to fill until July, 1862, when he tendered his resignation to become Chief Clerk in the City Comptroller's office, where he remained until February, 1870.

For a considerable portion of the period of his connection with the Comptroller's office, Mr. Chase had served as school agent, to which he had been appointed by the Board of Education in May, 1865, being re-elected biennially for the remainder of his life—a period of thirty years. His first monthly payment to teachers amounted to about \$12,000, which has since grown to hundreds of thousands monthly. In 1870, he engaged in the abstract business in partnership with his brothers, Samuel Blanchard and Horace G. Chase, under the firm name of Chase Brothers. This business was continued until after the fire when, in 1872, the firm was dissolved and, in 1875, he became the senior member of the firm of Chase & Adams, real estate and loan agents, continuing until 1881, from which date he carried on the same business alone up to the date of his death. This came December 4, 1895, at his home after a brief illness resulting from an attack of neuralgia of the heart.

Mr. Chase was married three times. His first marriage was on May 22, 1858, to Julia Marsh Sawyer, who was a cousin of William B. Ogden, the first Mayor of the city of Chicago, and for many years prominent in connection with railway enterprises and Chicago real-estate business. Mrs. Chase died July 19, 1866, leaving three children, besides two who had died in childhood. Their children were: Charles Glidden, born October 19, 1859, died January 25, 1861; Carroll Sawyer, born January 25, 1861, died April 8, 1871; Harry Goodnow, born January 31, 1863, and Edward Olcott, born July 8, 1865. In 1874, Mr. Chase was married to Belinda Newman Jones, who died early in 1883, leaving no children. June 15, 1886, he was married to Grace A. Lamb, who bore him two daughters named Alice Louise, born March 12, 1889, and Dorothy, born January 30, 1891.

Fraternally Mr. Chase was a life-member of the Oriental Lodge, A. F. & A. M., and an honorary member of the Chicago Light Guards. He had been for years an attendant upon the People's Church under the ministrations of the late Dr. Swing. His connection of over thirty years, without interruption, with the office of School Agent under the Chicago Board of Education, during which it became his duty to pay out hundreds of thousands of dollars of public funds annually, attested the confidence placed during that period in his business capacity and

personal integrity. His death was deeply deplored by those who had been brought in contact with him officially, socially or in business relations. On that occasion the Board of Education appointed a committee of their number to attend his funeral, and, by unanimous vote, adopted the following tribute to his memory:

"In the death of Charles C. Chase, who for over thirty years filled the responsible position of school agent, the Board of Education has lost the services of a faithful employee. The best interests of our educational system he always subserved. Loyal to every trust reposed in him, an honored resident of the city, to the material success of which he contributed largely, his demise will bring sorrow to the hearts of his many friends, all of whom appreciated his sterling qualities. We, the members of the Board of Education in special meeting assembled, bear testimony to his memory, and extend to the bereaved family our sincerest sympathy."

Among the many personal tributes to his character, the following from his long-time and intimate personal friend, John G. Shortall, is especially deserving of reproduction in this connection:

"He was a splendid citizen, whose voice and vote were always for the best interests of Chicago. Clear-headed, amiable and just, he was honest and honorable in all business and other relations of life. All who ever knew him will be sorry to part with him; and, after all, the great test of a man's character and merits is, that he could live in intimate relations with men for thirty or forty years and die sincerely regretted by them all."

SAMUEL BLANCHARD CHASE.

Among the professional and business men of Chicago who have left to their intimate friends and descendants the cherished memory of a life of straightforward integrity and purity of character, the name of none stands out more prominently in the estimation of those who knew him best, than does that of Samuel Blanchard Chase which heads this article. Mr. Chase belonged to a family whose ancestors came from England at an early period in American history, and from them he inherited those characteristics of unswerving honesty and sturdy independence which had been handed down from generation to generation, and which distinguished him in business and private life. His great-grandfather, Captain Jonathan Chase, gave evidence of his bravery and patriotism as a soldier in the Colonial and Revolutionary Wars, while his grandfather, Samuel Chase, fought by the side of General Stark at the battle of Bennington. His father, Judge Horace Chase, was equally prominent in a more peaceful period in the history of his native State of New Hampshire, during a long and useful career in various public positions. Having taken a course in Dartmouth College, he studied law and practiced for a time at Hopkin-

ton, N. H., and also held the positions of Moderator of Town Meetings, Town Clerk, Town Treasurer, Representative in the General Court of the State, as well as that of Postmaster at a time when Hopkinton was prominently talked of as the future capital of the "Granite State." Judge Chase also served as Probate Judge of Merrimack County for many years, and published a "Probate Directory," a volume which has since been in universal use in the probate courts of New Hampshire. He possessed a wide social popularity among the members of the Masonic fraternity of New Hampshire, to whom he was known as "Father Chase," having attained the thirty-third degree and held the office of Grand Master and Grand Commander of the Knights Templar.

Carefully educated himself, Judge Chase was well fitted to train the mind of his eldest son, Samuel Blanchard Chase, the subject of this sketch, who was born at Hopkinton, N. H., October 1, 1825. Having taken a preparatory course in the Hopkinton Academy, Samuel Blanchard Chase entered Dartmouth College at the age of fourteen years, and, after leaving college one of the first of his class, engaged in the study of law and, in 1843, was admitted to the bar in his native State. Here he continued to practice until 1850, when he removed to Chicago, where he became associated with James H. Rees in the making of abstracts of title. Being a lawyer by profession, he immediately took charge of the abstract business, which he mastered so thoroughly that his opinions on the most complicated questions of law affecting titles to real estate were often sought and always regarded as final. Under the supervision of himself and Mr. Rees, the first set of abstract books or real estate indices for Cook County were prepared. In 1854, his brother, Horace G. Chase, became a member of the firm, which took the name of Rees, Chase & Co., and a short time previous to the great fire in 1871, their brother Charles C. Chase and Geo. H. Bailey were admitted to the partnership under the firm name of Chase Bros. & Co. Although each of the three firms then engaged in the abstract business in the city of Chicago—Messrs. Chase Brothers, Shortall & Hoard, and Jones & Sellers—saved a large proportion of their books from the fire, neither of them recovered a complete set. It was therefore deemed advisable to consolidate their several sets of indices under the management of one firm, and out of this grew what is known today as "Ante-Fire Records," thus making a complete set, which has proved of the greatest value to the city of Chicago, in view of the fact that the original records in the County Recorder's office had been destroyed. On the consolidation of the several real estate abstract firms, Mr. Chase retired from business and subsequently united with Mr. A. H. Sellers in the organization of the Title Guarantee and Trust Company, in which he was General Manager of the Guarantee Department for a period of

four years, and a Director in the Company until his death in 1896.

Although entertaining no taste for political life, Mr. Chase never refused to accept a position in which he thought he could render a benefit to his fellow-men. For several successive terms he served as Supervisor of the town of Lake View, and was chosen a member of the State Board of Equalization for a term of four years. His characteristic fairness and foresight have been as noteworthy in his political life as in his business career. He was quick to realize the future of Chicago property, making a specialty in his investments of North Shore lands.

The principal street in Mr. Chase's old home town in Hopkinton, N. H., is shaded by old elm trees, none of which are less than a hundred years old. Possibly it was the impression produced upon his mind by these beautiful elms in his early life, that developed his passion for trees and led him, in later life, to plant every tree on the north side of Belmont Avenue between the Lake and Halsted Street—the results of which are seen today in one of the finest lines of trees in the city of Chicago, some of them being nearly three feet in diameter. He was one of the first to experiment in the transplanting of large-sized elms about his old home on the Lake Shore Drive. Some of these, from twenty-five to forty years old, which were successfully transplanted by him, are now among the largest and finest to be seen in the city. This locality he transformed from a barren waste of sand into a spot which looks today like an old New England home, instead of a place in new Chicago.

Mr. Chase was united in marriage in 1855, to Miss Emma Elizabeth Thompson, the daughter of Captain Amherst Thompson, of Amherst, Mass. Six children were born of this union, viz.: Mary Elizabeth, Emma Susan Lord, Horace Blanchard, Ruth Glidden, Charles Amherst, and Samuel Thompson—all of whom are living except the oldest daughter, Mary Elizabeth.

In the business world Mr. Chase's name was always a synonym for the most scrupulous integrity, the most rigid justice. Of exceptional mental attainments, he was yet one of the most genial and approachable of men, at all times courteous, kindly and sympathetic. His profound legal learning, his breadth of mind and his efficiency as a business man were widely recognized, and he was credited with a knowledge of the real estate law second to no man of his time. Possessing a mind keen and logical, broadened by a life of untiring industry and careful reading, he was a close observer of passing events and often foretold, with startling accuracy, the results of the social and economic tendencies of the times. In his moments of freedom from business cares he found his greatest pleasure in reading, retaining to the end of his life a love for the classics

which, in his Dartmouth days, formed so important a part of his college curriculum.

In his social and domestic relations Mr. Chase was beloved and venerated by all who knew him. Simple, unassuming, wholly unselfish, he was ever ready to sacrifice his own interests to any call upon his aid, advice or sympathy. His death occurred March 27, 1896, his passing away being deeply deplored by a large circle of friends. It would be difficult to conceive of a more fitting tribute to his memory than is contained in the following extract from a sketch of the deceased furnished to the local press by his intimate acquaintance and business associate, Mr. John G. Shortall, of Chicago:

"Conspicuous as he was," says Mr. Shortall, "for his profound legal knowledge, for his perception of right and wrong, for his unswerving fidelity to all trusts reposed in him—and they were many; for his devotion to the best interests of the community in which he lived; for his fearlessness in following the path of rectitude wherever it might lead, and for many other qualities of mind which brought him confidences and the honor of the community, yet to those who had the privilege of his intimate friendship, all these qualities were felt to be merely a necessary part of the man himself, so full of kindness, so full of the delightful confidences of friendship, so beloved by his family as friend and father, and so bright and clear in the esteem and regard of every one who knew him. We may all feel that a great light has gone out from among us, a strong defense of the community's honor has departed."

FRANK L. CHURCH.

Frank Linaeus Church was born in Chicago, Ill., June 9, 1842, a son of William L. and Roxanna Jones (Pike) Church, the former of whom was born in Lima, N. Y., and the latter in Charleston, Mass. On the maternal side his great-grandparents were Nathaniel and Grace (Esterbrook) Trask, both of whom were natives of New Hampshire. The maternal grandparents, Thomas and Mary Marble (Trask) Pike, were also born in New Hampshire. The paternal grandparents were Lazarus and Catharine (Brockway) Church, whose birth took place in New York State. William L. Church, the father of Frank L., came to Chicago in 1836 and opened a general store on Lake Street, under the firm name of Sheldon & Church, which afterwards became Neff & Church.

Mr. Church was a Republican in politics and was selected by President Lincoln as one of the two commissioners to represent the State of Illinois at the dedication of the National Cemetery at Gettysburg. He held many elective offices during his life, having been County Clerk, Alderman, City Clerk, Sheriff, Clerk of the Circuit Court and ex-officio Recorder, and, at the time of his death, which

occurred in 1882, he was United States Deputy Collector at Chicago.

Frank L. Church was educated in private schools and was graduated from the first high school in Chicago. He served as First Lieutenant of the United States Marines from 1861 until August 12, 1869, when he resigned. He was on the flag-ship *Black Hawk*, commanding the Marine Guard, and served with Admiral Porter on the Red River in the operations with General Banks. He afterwards served with Admiral Lee, on the Tennessee and Cumberland Rivers. He was a member of the National Guard Cadets, which afterwards became the Ellsworth Zouaves, remaining with that organization until its famous trip, when he resigned.

In politics Mr. Church is an independent Republican and in religion is an Episcopalian. Socially he is a member of the G. A. R., the Knights Templar, and an ex-officer of the Illinois Naval Veterans. His mother is now living (1905) at the advanced age of eighty-one years. On September 15, 1864, Mr. Church was married at Lancaster, Ohio, to Alice G. Duncan, and four children were born to them, as follows: Frank L., William L., D. Duncan and Al C. After the death of his wife he was married at Milwaukee, Wis., August 4, 1885, to Quintia L. Smith. Mr. Church is engaged in the real estate abstract business.

MAXIMILIAN F. CLAUSIUS.

Maximilian F. Clausius, M. D., Palatine, Ill., is of German birth, born in East Prussia, March 11, 1852. He was educated in his native country, attending lectures there, and came to New York in 1870. In 1874 he graduated from the New York College of Pharmacy, and in 1878 engaged in the drug business in the city of Buffalo, N. Y., continuing until 1880, when he entered the College of Medicine in St. Louis, Mo., where he took a two years' course. In 1884 he entered the Medical Department of the University at Buffalo, N. Y., remaining one year, after which he spent one year at the Bennett Medical College, Chicago, graduating from that institution in 1886. In the latter year he began practicing his profession at Beecher, Will County, Ill., where he remained until 1890, when, returning to Buffalo, N. Y., he took his degree in medicine from the University of that city. In December of the same year he removed to Kenosha, Wis., and in 1892 was appointed Assistant Superintendent of the Northern Hospital for the Insane, at Winnebago (near Oshkosh), Wis., continuing in this position until 1894. In January, 1895, he located at Barrington, Ill., and was local Surgeon for the Chicago & Northwestern and Belt Line Railroads; has also given lectures on minor surgery at the Jenner Medical College, Chicago.

In 1900, after a successful examination, Dr. Clausius received an appointment as Assistant Surgeon in the United States Army, after which he served about a year in the Philippine Islands. Returning from the Philippines in 1901, he was

assigned to duty at Fort Grant, Ariz., still later being transferred to Fort Huachuca, Ariz., where he served as Post Surgeon. In December, 1902, having resigned his position in the army, he returned to the States and located at Palatine, Ill., where he now resides. Dr. Clausius is a member of the Association of Military Surgeons of the United States and various other medical organizations, including Chicago and Illinois State Medical Societies.

Dr. Clausius has been twice married. His first wife died in 1884, and in 1885 he was married to Pauline Fetsch, and they have a family of six children—five boys and one girl—viz.: Theodore, Cæsar, Ovid, by his first wife, and Pauline, Ewald and Willie by his second wife.

NORRIS COCHRAN.

Among the older and more successful live-stock commission merchants of Chicago, and one whose name is a synonym for honest dealing and upright behavior, is the gentleman whose name appears above. He was born at Pembroke, N. H., November 27, 1838, and was a great-grandson of Major James Cochran, Deacon Joseph Emory, and Matthew Gault—all valiant and distinguished soldiers of the Revolution, the last two serving under General Stark.

Norris Cochran received his academical education at Pembroke, Northfield and Pittsfield, N. H., and, after leaving school in 1858, worked on the farm with his father, also being engaged in the lumber and live-stock business until 1859. Thinking he might do better in the Far West, he went to California and remained in San Francisco until 1862, when he returned to New Hampshire, and resumed his former labors.

In August, 1868, Mr. Cochran again came west, locating at Clarence, Iowa, where he engaged in the lumber and live-stock trade with successful results. Becoming closely identified with the Stock Yards interests of Chicago, he removed to that city in 1871. On arriving here he formed a partnership with H. S. Bunker, under the firm name of Bunker & Cochran, which existed for nearly thirty years, making a record of honorable business that is commendable in the highest degree. November 11, 1901, Mr. Cochran passed away after an illness of one year.

Mr. Cochran was married, to Miss Sarah J. Whitehouse, in Pembroke, N. H., June 12, 1866. Three children have blessed this union: Elizabeth Sophia, Anna Dudley and Norris Whitehouse.

SAMUEL COCHRAN.

Samuel Cochran, real estate dealer, Park Ridge, Cook County, was born at Springfield, Ohio, February 21, 1831, and educated at the Wesleyan University at Delaware, in the same State. His father, George W. Cochran, was a native of Virginia and his mother (Catherine) of Pennsylvania. In his early manhood

Mr. Cochran taught school for a time in his native town, but was admitted to the bar on September 24, 1860, and practiced law for about ten years, when he was ordained a preacher in the Methodist Episcopal Church; also served as an Agent of the American Bible Society some ten years. In 1880 he came to Park Ridge, Cook County, Ill., and entered upon the real estate business, in which he has been engaged ever since. He bought a considerable body of land upon which he erected a large number of houses for working people; also built a fine residence opposite the railroad depot, which has been a marked ornament of the town. Altogether he has done more to build up Park Ridge than any other single individual.

Mr. Cochran was married December 25, 1853, to Miss Elizabeth Neer, of Springfield, Ohio, and has one son, Aaron W., who, at the date of the preparation of this sketch (1900), was traveling in Europe. In religious belief Mr. Cochran is a Methodist, and in politics a Republican. As indicated by the foregoing sketch of his business career, he ranks among the most prominent and influential citizens of Park Ridge.

M. LESTER COFFEEN.

To the towering snow-capped mountain peaks of New England, with its fallow, comparatively sterile valleys stretching out between long ranges of lofty hills, the country has long been accustomed to look for brains, for a high standard of morals, for rugged determination and inflexible will—in a word, for all those elements that enter into the make-up of the true man, be they physical, intellectual or moral. In an overflowing stream the sons and daughters of New England have spread over the entire land, to irrigate and fructify its "dry and waste places." It is of such stock that Mr. M. Lester Coffeen comes, and it was to the Green Mountains that his great-grandfather, Captain John Coffeen, removed from Topsfield, Mass., before the shot was fired "that echoed round the world." He was the first settler in Cavendish, Vt., and an influential citizen, sitting in the first Constitutional Convention of that State and being repeatedly elected to the legislature. He was an ardent patriot and did much to aid the army of the Revolution. Captain Coffeen was the husband of Susannah Goldsmith, like himself born in Massachusetts. Their son William was born in Cavendish, and married Abigail Green Lyndes. They, in turn, were the parents of William L. G. Coffeen, the father of M. Lester. He became the husband of Helen E. Lester, daughter of Milo Lester, for whom Mr. Coffeen of Chicago was named.

M. Lester Coffeen came to Illinois in early youth, and, after receiving a preliminary educational training at Normal, Ill., removed to Chicago, where he entered the law department of the old Chicago University, being admitted to the bar upon his graduation in 1874. His success seemed assured from the first, and his

professional standing is high. He has been for many years a member of the prominent firm of Tenney, McConnell, Coffeen & Harding. He is a Republican in politics, but has never held office.

Mr. Coffeen was married on December 13, 1877, to Miss Martha Martin, of Chicago. The handsome city residence of the family is at 3133 Calumet Avenue., and their country home stands on the northern shore of Lake Michigan. Mr. and Mrs. Coffeen have two daughters, Mae and Lester, and one son, Henry Martin, who was a member of the class of 1902 at Yale University.

JAMES COLFORD.

James Colford, Engineer, Engine No. 79, Chicago Fire Department, was born in Chicago, March 8, 1854, and was educated in the Kinzie and Franklin public schools, the "Holy Name" and private schools. After leaving school he learned the trade of boiler-maker, and worked for the P. W. Gates Manufacturing Company for nine years, after which he was employed by Frazer & Chalmers three years, when he joined the Fire Department, August 15, 1876, being assigned to duty on Engine No. 16; then on Truck 4, and later on Engines 1 and 27 as candidate; was transferred to Truck 5, January 19, 1877, remaining two years, when he was detailed to the repair shop, serving there eight years and three months. He was appointed Assistant Engineer May, 1885, and transferred to Engine 14; was promoted to Engineer and transferred to Engine 11, November 9, 1886; to Engine 4, in October, 1892, and to Engine 79, December 28, 1896, where (1901) he still remains. He has had numerous narrow escapes, and is on hand for any call that may come. He was married to Miss Nora Daly in Chicago, September 17, 1878, and eight children have been born to them, five of whom are still living.

PATRICK E. COLLINS.

Patrick E. Collins, Captain Engine Company No. 59, Chicago Fire Department, was born in Chicago, November 28, 1861, and was educated in the Graham school. After leaving school he worked for the Chicago Packing & Provision Company at the Union Stock Yards, but on June 4, 1883, he joined the Town of Lake Fire Department, being assigned to Engine No. 3; was promoted to Lieutenant in 1887, and transferred to Hook and Ladder Company No. 1; was promoted to the Captaincy in October, 1888, and assigned to Engine No. 53; was next transferred to Engine No. 50, July 1, 1899; to Engine 48, January 1, 1890, and to Engine 59, September 7th 1898, at Dexter Park Avenue, corner of Broadway, Stock Yards district, where (1904) he is still on duty. He has attended all the fires that have occurred in the Stock Yards district since he has been a member of the Department, and has had some narrow escapes, but received no perma-

nent injuries. Like the true Chicago fireman, he is always ready to face any danger where duty may call him.

JOSEPH CONNOR.

Joseph Connor, live-stock dealer, was born in Earlville, LaSalle County, Ill., Oct. 20, 1854; was educated in the district schools, and after leaving school worked on a farm at Earlville until 1879, when he came to Chicago and found employment with the Union Stock Yards and Transit Company, being employed in the Yards and in the Fire Department until 1899. He then commenced business for himself, buying and selling hogs, with headquarters with Clark, Bowles & Co.

He was married to Miss Ann Crotty, in Chicago, December 2, 1885, and six children have blessed their union. Mr. Connor has worked faithfully for the interests of his employers, and is esteemed by his associates.

THOMAS L. CONWAY.

Thomas L. Conway, Captain of Engine 55, Chicago Fire Department, was born in Chicago January 10, 1861, and educated in the Newberry and Vedder public schools. After leaving school he engaged in the printing business with the Western Bank Note Company, remaining there five years, after which he was employed on the Chicago River tug-boats (V. O. T. line), until he joined the Fire Department, November 16, 1883, on Truck No. 1. He was transferred to Truck 3, December 31, 1885; was promoted to Lieutenant, January 1, 1890, and transferred to Truck 10; transferred to Truck 3, April 3, 1890; promoted to Captain July 1, 1893, and assigned to Engine 32; transferred to Truck No. 1, July 16, 1897, and to Engine 56, December 1, 1900, and (1904) is on duty on Engine No. 55, ready for any call. He has had many narrow escapes, plenty of cuts and bruises, and came near losing an arm by lacerating an artery.

Captain Conway was married in Chicago, February 4, 1891, to Miss Mary E. Walsh, and four children have blessed their union.

CAPT. JOHN COOK.

John Cook, Chief of Sixth Battalion, Chicago Fire Department, was born in Germany, in 1843, and on leaving school early in life became a painter. In 1868 he joined the Chicago Fire Department on Engine 17, of which Charley Brown was Foreman and Fire Marshal Musham Assistant Foreman. He resigned, but later returned to Engine 17 and subsequently served on Engines 26, 28 and 18. He was made Lieutenant in 1875, and Captain in 1876, and promoted to Chief of Sixth Battalion, April 30, 1895, which position (1904) he still holds. He has had many narrow escapes while on duty at fires, and has discharged his duty without flinching.

Captain Cook enlisted in the Thirteenth Illinois Volunteer Infantry during the Civil War,

and fought at Chickasaw Bayou, Arkansas Post, the two battles at Jackson, Miss., at Vicksburg, Tusculumbia, Lookout Mountain, Missionary Ridge and Ringgold Gap.

JOHN S. COOPER.

Great are the rewards that wait upon energy that knows not fatigue, and courage that fails to recognize defeat. "Be not weary in well-doing," is a Scriptural injunction, which the indefatigable man of business not infrequently perverts into "be not weary in striving after success." Singleness of purpose, joined to resolute will, lies at the foundation of many a fortune built up, stone by stone, from a humble beginning to the apex which crowns the edifice. From the position of a railway brakeman to that of a successful and prosperous business man, this has been bridged by the union of pluck, hard work and sound business sense. It is this combination of quality, joined to a recognized integrity that is never questioned, that has given to Colonel John S. Cooper his eminent position as a business man and a citizen.

He is a native Chicagoan, having been born here March 18, 1842. His father did a small business in the way of contracting for railroad work, and after quitting school the boy worked for him until 1859. Then, at the age of seventeen, he began his own battle with the world as brakeman for the Illinois Central Railroad Company, two years later being promoted to freight conductor. He subsequently held a similar position with the Chicago & Alton, and, in July, 1862, was given charge of a train running from Nashville, Tenn., to "the front," where two hostile armies lay facing each other. For twenty months he remained in the South, running trains (among them pay trains), sometimes among surroundings of grave peril, one of his thrilling experiences being the running of the first train across the Chattahoochee Bridge into the burning city of Atlanta. His loyalty, rigid fidelity to duty and spirit of kindly helpfulness to those in need gained for him the honorary title of "Colonel," which he has carried ever since. Between 1864 and 1872 he was a passenger conductor on the Chicago & Alton road, while, at the same time, carrying on a teaming business of his own.

On May 1, 1872, he established boarding stables, which were burned in July, 1874, and on which he carried no insurance. At this crisis in his affairs, when financial ruin stared him in the face, Mr. J. C. McMullen, then General Manager of the Alton line, personally tendered him his former position. This proffer Colonel Cooper gratefully acknowledged, but declined. On the same day he borrowed \$5,000, with which he purchased the Eaton Livery Stables, on Adams Street between Michigan and Wabash Avenues. Since then his business success may be said to have been extraordinary. He has owned various boarding, livery and sale-stables, where he has held weekly auc-

tions; has conducted a mile track for the testing of speed, and, since 1886, has carried on a general commission, sale and auction business at the Union Stock Yards. For several years his annual sales of horses and mules have averaged between fifteen and twenty thousand annually. His rare skill as a judge of horse-flesh and his known probity have caused him to be chosen President of the National Horse Exchange and a member of the executive Committee of the International Live Stock Exposition of Chicago. Through the enterprise, very largely of Colonel Cooper, this has become the largest horse market in the world.

Colonel Cooper has other important business interests, including street-sweeping contracts with the city, coal-carrying for Peabody & Company, and the conduct of a winter hotel at Phoenix, Ariz. Some idea of the magnitude of his local business may be formed from the fact that, in its management, he uses some three hundred horses daily. From 1893 to 1897 he swept the streets of Buffalo under a contract with that municipality.

In connection with his other business interests, Colonel Cooper has recently opened a sale and commission house in South Omaha, Neb., for the sale of horses and mules. The stable now occupied by him was the first ever opened in the Stock Yards, being purchased by him from Thos. Evers, the original horse dealer.

Mrs. Cooper's maiden name was Mary Walsh, and their union was solemnized at Chicago on September 19, 1869. Mrs. Cooper died February 3, 1879, leaving two children, a son and daughter: Robert Walsh and Mary Grace Cooper. Politically Colonel Cooper is a Democrat.

THOMAS R. CORNWELL.

Thomas R. Cornwell (deceased), former Yardmaster Union Stock Yards & Transit Company, was born in Beekman, N. Y., September 18, 1838, and was educated in the district schools. After leaving school he remained on his father's farm until coming to Chicago in 1858, when he went to work for John B. Sherman at the Myrick Stock Yards as weighmaster. He returned to New York in September, 1865, and, in 1866, again came to Chicago, where he was employed by the Union Stock Yards & Transit Company as weighmaster until the resignation of Orrin Dean, Superintendent of Division A, known as "Rock Island," when he was appointed to that position, which he retained until he passed away, July 30, 1888.

Mr. Cornwell was married September 14, 1864, to Miss Marie S. Chapman, of Dover Plains, N. Y. They had one adopted daughter, Anna M. Cornwell, who married William L. Elder, December 22, 1898. Mr. Cornwell was noted for his kind and friendly treatment of those with whom he was associated. Chicago and the Union Stock Yards & Transit Company owe a large debt of gratitude to her sturdy pioneers, and to none more so than to Thomas R. Cornwell.

ALPHONSO LORAIN CORY.

Alphonso Lorain Cory, M. D., was born at Adrian, Mich., September 26, 1851, the son of Vincent P. and Alzina (Weightman) Cory, who were natives of the State of New York, but early in their married life moved to Michigan. After attending the local schools, the son began the study of medicine in 1867, and two years later entered Bennett Medical College, Chicago, from which he graduated in 1871. Prior to the great fire of that year his office was located on Canal Street, between Polk and Ewing, and it was the first physician's office in the city to be consumed. He immediately thereafter removed to the Town of Lake, where he soon built up a large practice. In that year he was appointed local surgeon for the Lake Shore & Michigan Southern Railroad Company, but resigned in 1874, to devote himself wholly to private practice. During this period he originated the "health organization" of the road, and, in 1886, at the company's urgent solicitation, re-entered its service, remaining several years. In September, 1880, he organized the Health Department of the Town of Lake, and was in full control of its operations, as Deputy Health Commissioner, until May, 1883. When he died he was President of the staff of the Englewood Hospital, having charge of the department of Gynecology.

Dr. Cory was a close and earnest student, keeping himself in touch with the progress of medical science throughout the civilized world. In 1892 he took a special post-graduate course at Rush Medical College. The Doctor was also a Mason of high degree, having entered the fraternity in October, 1875, as a member of Englewood Lodge, No. 690, A. F. & A. M. Two years later he became a charter member of Mystic Star Lodge, No. 758, and in 1883 was chosen Worshipful Master; was made a Royal Arch Mason in March, 1882, in Englewood Chapter; in 1884, aided in the formation of Delta Chapter, becoming a charter member, and in 1887 was honored by being installed its High Priest; received the degree of Royal and Select Master in Lafayette Council, in October, 1882, and in 1885 served as Thrice Illustrious Master of Temple Council, No. 65. He became a Knight Templar in June, 1893, in Calumet Commandery, at the date of his death being affiliated with Englewood Commandery. On April 26, 1895, he was made a Noble of the Mystic Shrine.

In 1872 Dr. Cory was married to Miss Pauline R. Carpenter, of Oconomowoc, Wis., and a son, Edwin V., and a daughter, Ella A., were born to them. The son is also a physician, being a graduate of the Medical Department of the Northwestern University.

Dr. Cory died September 25, 1902, of pneumonia after an illness of six days, and is buried at Oakwood.

VINCENT P. CORY.

Vincent P. Cory, real-estate agent and ex-Judge of the Peace, was born in Seneca County, N. Y., November 16, 1829, and when young

moved to Washtenaw County, Mich., where he was employed in saw-mills and also learned the trade of carriage-maker, at Saline, Mich. In 1847 he enlisted in the First Michigan Volunteer Infantry, and served eight months during the Mexican War, after which he was employed at his trade in Michigan. About 1863 he entered the service of the Lake Shore & Michigan Southern Railroad Company, being employed in their shops at Adrian, Mich., and six years later came to Chicago as foreman of the company's freight-car repair shops, which position he filled up to September 1, 1876.

Mr. Cory has resided in the Town of Lake since 1872, which was annexed to Chicago in 1889. In 1875 he was elected a member of the Board of Trustees, and in the spring of 1877 was chosen Justice of the Peace for a term of four years, and re-elected in 1881. He is a member of Mystic Star Lodge, A. F. & A. M., of Englewood; Past High Priest of Delta Chapter 191, R. A. M.; and member of Englewood Commandery K. T. Mr. Cory was married to Mrs. Alzina Barnum, at Saline, Mich., March 8, 1849, and one son, Dr. A. L. Cory, has blessed their union. Mrs. Cory died August 5, 1891, and the son, Dr. A. L. Cory, September 25, 1902.

FRANKLIN DWIGHT COSSITT.

Franklin Dwight Cossitt, President Board of Village Trustees, LaGrange, Ill., was born in LaGrange, Fayette County, Tenn., December 4, 1861, being the only son of Franklin D. and Martha L. (Moore) Cossitt. After acquiring his education in the public schools of Chicago, where his father had settled in 1863, at the age of eighteen, he engaged in the general mercantile business at LaGrange, Ill., which he disposed of some three years later and, after a course of study at the Metropolitan Business College, Chicago, in 1885, entered into partnership with his father, under the firm name of F. D. Cossitt & Son, dealers in real estate. The present beauty and prosperity of the village of LaGrange is in great part due to the enterprise and business forethought of this firm. The partnership continued until the death of his father in July, 1900, since which time Mr. Cossitt has continued the business alone. A few years since he accepted the agency of several well-known fire insurance companies, with which he is still connected, doing the largest business in this line in LaGrange.

Prominent among the business men of LaGrange, Mr. Cossitt has naturally ranked among its political leaders, and has served his fellow-townsmen in the following official capacities: Trustee of the village since 1889; Highway Commissioner of Lyons Township since 1892, and Treasurer of the same since 1892. In the spring of 1901 he was elected President of the Village Board of Trustees, and again in 1902 and 1903. He has also served as a member of the Cook County Democratic Central Committee. On National issues Mr. Cossitt voted with his

party until the advent of "Bryanism," when he joined the "Gold Democrats."

On February 10, 1886, he married Margaret A., daughter of Dr. George M. Fox, one of the oldest and most respected citizens of LaGrange. Mrs. Cossitt is one of the most popular ladies of LaGrange, a leader in social and church circles, and a woman of most pleasing personality. Their family of eight children—viz.: Franklin D., Jr., Jean F., George M., Margaret, Marion, Harry Rene, Frederick H. and James L.—give promise of the perpetuation of a family whose marked characteristics are such as make the true American citizen. Mr. Cossitt is a member of LaGrange Chapter, 207 Royal Arch Masons; LaGrange Lodge, No. 770, A. F. & A. M.; Suburban Lodge, No. 110, I. O. O. F.; Royal Arcanum; Royal League; National Union; North American Union; Suburban and Country Clubs.

DAVID A. COURTER.

Talent and energy, the roots from which springs success, are indigenous to no one clime. They find equally nutritive soil in the sun-kissed prairies of the West and among the snow-laden pines of Canada. Indeed, to the stalwart sons of the Dominion, rugged alike in physique and integrity, the "States" owe a heavy debt for their enterprise in designing, no less than their energy in achieving. It was from the County of Lennox and Addington, in Upper Canada, that Mr. Courter emigrated to Chicago. Born in the town of Mill Creek, February 18, 1830, he attended the district and "special" schools, devoting not a little time and study to architecture.

After leaving his Canadian home, he spent a few years in the State of New York, learning the trade of carpenter and joiner in Wayne County, where for a time he carried on business as a contractor and builder. Going thence to Canandaigua, N. Y., he completed his architectural studies in the office of James A. McKay, and in 1853 visited Chicago for the first time. Not being pleased with the prospect here, he went on to Beloit, Wis., where he aided in the construction of the Beloit & Madison Railroad. He then made a close study of engineering, and was given charge of bridges and buildings during the building of the Racine & Mississippi Railroad, a line running from Racine to Freeport. For thirty years he was identified with railroad construction in the West, among his associates being such prominent officials as Robert Harris, C. H. Chappell, Max Hjortsberg, C. H. Hudson and Geo. H. Nettleton. To the unflinching industry and tireless energy of these practical railroad men Chicago owes not a little of her proud pre-eminence as a railroad center today. Mr. Courter is passing his declining years quietly at Hinsdale, Ill., where he holds the office of Postmaster and Justice of the Peace.

He was united in marriage to Sarah L. Warren, on February 18, 1852, at Ontario, N. Y., and of their five children only one survives.

FRANK M. COX.

Frank M. Cox, lawyer, was born in New Vienna, Ohio, October 1, 1856, the son of Ulysses S. and Lydia A. (Myers) Cox, both of whom were natives of the Buckeye State. On the paternal side his grandparents were Aaron and Mary (Bailey) Cox. The subject of this sketch received his education in the public schools of his native State, studied law with E. M. Ashcraft, at Vandalia, Ill., and was admitted to the bar at Mr. Vernon, Ill., in February, 1882. On May 1, 1884, he was married at Vandalia, Ill., to Miss Martha N. Arnold, and they have one child, Leah F.

While in Vandalia, Mr. Cox was a partner of the law firms of Webb & Cox and Cox & Wills, and since coming to Chicago, of the firms of Ashcraft, Gordon & Cox; Cox, Winslow & Ward, and the present firm of Cox, Heldman & Shortle. He and his firm have a large and growing general practice in all the courts, and he has been engaged in a number of important cases in the State. Accustomed to devote his entire time to the study and practice of his profession, he does not allow other branches of business to be mixed up with it.

Mr. Cox is a Republican in politics, and a Methodist in religious belief; is also a member of the Order of Odd Fellows, National Union and Hamilton Club. Still a young man, Mr. Cox has a brilliant future before him.

IRUS COY.

Irus Coy (deceased), former attorney Union Stock Yards & Transit Company, Chicago, was born in Pitcher, Chenango County, N. Y., July 25, 1832, the son of John and Almira (Pierce) Coy. His father was a soldier in the War of 1812, and a man much respected in his day. Receiving his early education in the common schools of the neighborhood, young Coy afterward entered Central College, Cortland County, N. Y., and graduated therefrom in 1853. In order to secure means to fit himself for the legal profession, he engaged as a day laborer in the hay and harvest fields, and in the fall of that year, with but fifty dollars in his pocket, came to Newark, Ill., and engaged as clerk in a dry-goods store. From his earnings while thus employed he saved enough to defray his expenses through the New York State and National Law School, at Poughkeepsie, N. Y., and, after completing his studies, was admitted to the bar at Albany, in 1857.

Returning to Illinois, he located in Newark, Kendall County, and later at Bristol, then the county-seat of Kendall County, and with but thirty-five dollars in cash, a suit of clothes and a few law books, started in to compete with the skill and experience of the profession. Success was with him from the outset, for he soon acquired a lucrative practice, and became the leading lawyer in his section of the State. Such was his ability and reputation that his counsel was sought by those needing it far and near,

and during his residence in Kendall County, he was engaged in every trial of note before the courts of his circuit.

The esteem in which he was held may be gathered from the fact that he represented the county in the State Legislature of 1869-70, where he became an influential leader, and it was said that, during these sessions, no important measure could be passed unless aided by his influence and counsel, while many of his speeches were among the most eloquent ever delivered in the Illinois Legislature. It may be truly said that no constituency ever had a more faithful servant than Kendall County had in Mr. Coy, or any State a more sagacious legislator, in the proper sense of the term, than had the State of Illinois.

In 1871, Mr. Coy removed to Chicago, and served as attorney for the Union Stock Yards & Transit Company until his death, which occurred on the 20th day of September, 1897. In 1872 he was chosen Presidential Elector on the Republican ticket, and assisted in casting the vote of the State for General Grant.

Mr. Coy was married on January 19, 1859, to Miss Julia A. Manchester, at Newark, Ill., and two sons and two daughters were born to them. He was a man of commanding presence and pleasing address, of broad culture and elevated tastes. He was of a genial and social nature, and a most companionable friend, and, by his manly qualities and upright life, won the respect and love of a wide circle of acquaintances and friends. His life was, in the best sense, a success, and furnished an example of energy, perseverance and loyalty to principle, and a noble purpose worthy of emulation.

JAMES GOULD COZZENS.

James Gould Cozzens, real-estate dealer, the son of William Cole and Martha Stanton (Gould) Cozzens, was born in Newport, R. I., June 1, 1836, and educated in the Brown University. William Cole Cozzens, the father, was born in 1811 and died in 1876, and his wife, Martha Stanton (Gould) Cozzens, was born in 1811 and died in 1896. On the paternal side of the family, James Gould Cozzens' great-grandparents were Joseph, born in 1752 and died in 1835, and Mary (Johnson) Cozzens, born in 1735 and died in 1831, and his grandparents were Matthew, born in 1784 and died in 1870, and Anne (Cole) Cozzens, born in 1782 and died in 1815. On the maternal side, his great-grandparents were James, born in 1739 and died 1812, and Hannah (Wanton) Gould, born in 1749 and died in 1831, and his grandparents Isaac, born in 1783 and died in 1853, and Sarah Waldron (Hammett) Gould, born in 1782 and died in 1850. These ancestors were all born in Newport, R. I.

James G. Cozzens, the subject of this sketch, is an Episcopalian in religious faith, a Democrat in politics, and a real-estate dealer by occupation. His father, William Cole Cozzens, was the thirty-fourth (acting) Governor of Rhode

Island (1863-1864), being President of the State Senate when Governor William Sprague and Lieutenant-Governor S. G. Arnold were elected to the United States Senate, thus promoting him to the Governorship. In 1854 he was elected Mayor of the City of Newport, R. I., being the second Mayor under the revised charter. Mr. Cozzens was married in Buffalo, N. Y., August 21, 1886, to Mary E. Pomeroy. He has lived in Chicago since 1868, for ten years having been a citizen of St. Louis, Mo.

CLAYTON EDWARD CRAFTS.

The reputation of Mr. Crafts as a lawyer, political leader and statesman is not confined to Cook County, but extends over the whole State. Chicago knows him as a citizen of generous public spirit, and Illinois as a watchful, intelligent, careful legislator. Ohio claims the honor of his birth, he having been born at Auburn, Geauga County, in that State, on July 8, 1848. He came from revolutionary stock, both his great-grandfather, Edward, and his great-uncle, Thomas, having been officers in the patriot army during the War of the Revolution—the latter carrying a Colonel's and the former a Major's commission, and both having virtually dedicated their entire fortunes to the cause of American Independence. His grandfather, William Crafts, was the first white settler in the Township of Auburn, Ohio, clearing the farm on which he reared his family. Clayton E. Crafts' father was named Edward, and his mother's maiden name was Helen Johnson.

Mr. Crafts' early educational advantages were fairly good, his training being received at district and private schools and at Hiram College. His early predilection was for the study of law, and, in 1868, at the age of twenty, he graduated from the Ohio State and Union Law College at Cleveland, and was admitted to the bar in June of the same year. The following September he entered the office of Hon. John J. Van Allen, at Watkins, N. Y., under whose tutelage he continued his studies for eight months. In June, 1869, he visited Chicago, somewhat in the character of an investigator, and being pleased with the prospect, settled there immediately after his marriage, which occurred September 15th of the same year. For four years he was in partnership with Henry Lincoln, and from 1873 to 1885 practiced alone. In the year last named he was associated with Hon. George M. Stevens, under the firm name of Crafts & Stevens, and from that time the firm has enjoyed a large and lucrative practice.

From the period of his early manhood Mr. Crafts was irresistibly attracted to the field of politics, his natural characteristics being such as fitted him for leadership. From 1882 until 1894 he represented his district in the lower house of the Illinois Legislature, and in 1887 and 1889 he received the caucus nomination of his party for the Speakership. This made him the recognized leader of the minority on the floor of the House, in which position, deli-

cate, difficult and trying, he exhibited rare skill as a tactician and astute knowledge as a parliamentarian. In 1891, and again in 1893, the Democrats being in the ascendancy, he was elected Speaker, in which position he manifested a readiness of resource, a quick intuition and a strong, nervous power which surprised even his friends. During the last session in which he held the gavel, many important measures were passed, among them the Australian-ballot law and one providing for the redistricting of the State. Among the acts which he either personally introduced and supported, or whose passage was largely due to his personal efforts and influence, may be mentioned those for the establishing of a "short cause calendar," the extension of the Sheridan Drive and of Washington Boulevard, and the annexation of several important suburbs to the city. He was one of the special committee of fifteen which drafted the law creating the Sanitary District of Chicago, rendering possible the construction of the great Drainage Canal. In fact, it is not too much to say that he has ardently supported all legislation looking to the benefit of Chicago, while he has never been unmindful of the interests of the State at large.

In the State and National councils of his party, Mr. Crafts has been repeatedly honored; perhaps because of his natural qualifications for such positions of confidential trust, inasmuch as to earnestness, energy, patience and perseverance he joins a rare capacity for "judicious silence." He has been repeatedly an active member of both State and County (Democratic) Central Committees, and in 1892 was a delegate to the Democratic National Convention, in which body he served as a member of the Committee on Resolutions. In the same year (1892) he presided over the deliberations of the State Convention. As a campaign speaker he is clear, forcible and ready at repartee, quick to give sharp forensic thrusts and readily repelling those returned by his opponent in debate.

Mrs. Crafts' maiden name was Cordelia E. Kent. The issue of their marriage has been four children: William C., Helen, Harry K., and Frederick A. (deceased). William graduated from Yale College in 1894; Helen married Frederick W. Job, and Harry K. has scarcely passed his majority. The family are all members of the First Presbyterian Church of Austin, where Mr. Crafts has been a member of the Board of Trustees for more than twenty-five years, repeatedly serving as President of that body.

ANDREW CRAWFORD.

Andrew Crawford (deceased) was born near Kilmarnock, Ayrshire, Scotland, December 1, 1831, being the third son of Andrew and Janet Crawford. His father was a highly respected man of the Middle Class, for a number of years being manager of the Duke of Portland's extensive coal mines. He died in 1855 at the

age of fifty-six years. His mother was a descendant of the Hay family, of whom it has been said that, "to write their history would be little less than writing the history of Scotland." The Hays were among the greatest of the families who emigrated to Scotland in the beginning of the twelfth century.

Andrew Crawford lived with his parents and attended the parochial school until he was twelve years of age, when, to please his father, he entered the mines. The lad was, however, anxious to secure an education, and for this reason he began attending sessions at a night school, and, although the strain upon his strength was great, his Scotch pluck enabled him to endure a discipline which ordinarily would ruin the constitution of a twelve-year-old boy. He was brought up in an atmosphere of strict Scotch Presbyterianism, and as he could find no time for recreation during the week, and Sunday was too sacred for aught but religious services at the kirk, it is not strange that the lad grew restive. At the age of fifteen he was indentured as an apprentice for five years, to an iron company, for which he was to receive for his first year's labor fifteen pounds, for his second twenty pounds, for his third twenty-five pounds, his fourth thirty pounds, and for his fifth forty pounds. He possessed at this time some slight knowledge of Latin and French, and now began the study of civil engineering and general surveying. He must have been something of an adept at this work, for, at the end of his first year, the company promoted him. His Scotch blood could hardly bear to recall the long period of service ahead, and yet he could not prove false to a contract, and, until a change in the management of the iron company left him free to seek other employment, he continued as an apprentice. Not yet of age, but fired with a great ambition which would not permit the idea of a return to the colliery work at home, Andrew went to London in search of employment, and opportunity offering, in November, 1852, he sailed from Liverpool for the shores of the new world. The sailing vessel was slow, and severe storms compelled the skipper to put into the Azores for repairs. Another vessel was boarded and his second venture, more fortunate than the first, saw him landed in New York harbor February 23, 1853.

On arriving in New York he had just one cent in his pocket—an unpromising outlook for a stranger in a strange land—but from the first young Crawford never seemed to doubt that the great opportunity of his life had come. Though it was winter, he at once sold his good Scotch overcoat and thus began his career as a tradesman. This transaction seems strangely grotesque when viewed from the millionaire's standpoint of today, but it was the lowest round of the ladder up which Mr. Crawford has since climbed. Ceaseless toil, unusual determination, character and brains always tell, and, uninviting as the prospects then appeared, the lad

knew that the field before him was infinitely superior to that which he had left behind in old Scotland. Everything partook of a strangeness which would have dazed many a new-comer, but none of these things dampened his ardor. From New York he went to Philadelphia, thence to New Jersey, in which latter State he received \$1.25 per day as helper to the cook for a construction gang on the railroad. Fever and ague finally drove him south as far as New Orleans, and after various occupations had given him the means whereby he laid up a small amount of money, he entered into a partnership with a young Southern gentleman which ended disastrously, and caused him to journey northward, where he at length landed in Illinois. Little did this wanderer dream of future greatness when he arrived in Chicago, nor did he imagine how the city of less than 66,000 population was to change.

Settling in Geneseo, Ill., in 1857, Mr. Crawford married Miss Sarah Louise Baxter, of that place. The young couple began their married life unpretentiously, but prospered from the first, the young husband beginning a course of law study which he diligently pursued at night when his daily toil was over. In 1860 he was admitted to the bar. It is a matter of interest that his first client was arrested for stealing a mule.

Mr. Crawford's time was divided between banking and the practice of law. In 1860 he secured naturalization papers, and became an American citizen. Never a partisan, he was still a staunch Republican. In 1868 he was elected from Henry County to the State Senate, where he served a term of four years, the second session being under the Constitution of 1870. He was appointed by the Governor Trustee of one of the State institutions, and in 1872 was a delegate to the Republican National Convention at Philadelphia, which nominated General Grant for President for his second term. By this time having accumulated considerable means from his law practice and Chicago, and in September, 1873, he removed banking interests, he purchased real estate in with his family to that city. In 1877 he became one of the incorporators, and, later, a director and Vice-President of the Chicago & Western Illinois Railway. In 1886 we find him the attorney of Mr. Yerkes and his associates in street-railway circles, his wide and varied experience making him an authority in this line, and for more than twenty years vast commercial interests passed through his hands.

Andrew Crawford was a member of the Unitarian Church, and a sincerely religious man. Modest and affable, he never worried and was seldom in haste. He believed in a "good foundation," as he termed it, and always worked from the bottom upward. Loved, honored and trusted by those who knew him, he had a conspicuously successful business career, and at his death left an estate valued at over one million dollars.

On November 22, 1900, while in his office, he was stricken with heart failure and without a word departed into the invisible land. His wife, two sons and three daughters were left to mourn his loss. The body was interred in the family lot at Geneseo, the locality of his first American home, and the scene of his first real successes. What a magnificent legacy such a man leaves to the generation who shall come after him. He has won the victory, and erected for himself a monument more enduring than the granite hills.

F. M. CROSSMAN.

F. M. Crossman, liveryman in Chicago for twenty-seven years, and stock farmer, Wheeling, Cook County, Ill., is descended from a Massachusetts family, both his grandfather and his father having been born in Sutton in that State, the former in 1779, and the latter in 1816. His grandmother, Olive Whipple, was also a native of the same place. On December 13, 1870, Mr. Crossman was married to Ella Kelley, of Brookfield, Mass., and has two children, Ella Annie and Frederick Kelley. In 1886 he became the proprietor of what is now known as the Spring Brook Stock Farm, located in the town of Wheeling, and embracing 440 acres of the farm formerly belonging to Hiram Kennicott. Here of late years he has made a specialty of breeding Wilkes horses, Poland China hogs, Dorset Horned sheep and Holstein cattle, and boarding city horses, in this line of business being especially successful.

MICHAEL CROTTY.

Michael Crotty, Pipeman, Engine No. 58 (Fire-boat "Chicago"), Chicago Fire Department, was born in County Cork, Ireland, February 2, 1855, was educated in the National School, coming to Chicago in 1887, worked for the Lake Shore & Michigan Southern Railroad Company in the freight house until he joined the Fire Department, May 18, 1890, on Truck 11; was a substitute on Engine 5, and candidate on Engine 10, December, 1890; was transferred to Truck 6, April, 1891, and to Engine 58, December, 1892; then to Truck 17, May, 1893, and Engine 58, June, 1898. He was badly burned on the hand at a fire at Ninety-second Street and Commercial Avenue, October 22, 1899, when Lieutenant Ambrose, of Engine 72, and himself escaped by jumping from the third story window thirty feet to the alley, receiving severe injuries. In 1891 he was rescued at a fire on Charles Place near Fifth Avenue (bottling works), by order of Chief Musham and Captain Horan (now Chief of the First Battalion), and would have lost his life but for that order.

On June 22, 1880, Mr. Crotty was married to Miss Mary E. Dalton, in Wyandotte County, Ohio, and eight children have been born to them, viz.: Mary Agnes, Helen, Johanna, Margaret, Agnes, John, Michael and Anna. Mr. Crotty is still (1904) connected with the Chi-

cage Fire Department as truckman in Hook and Ladder Company No. 17.

GEORGE P. CROWE.

George P. Crowe, Assistant Engineer Engine No. 10, Chicago Fire Department, was born in Elburn, Ill., June 22, 1873, came to Chicago in 1873, and was educated in the Oak Street and Franklin public schools and the Christian Brothers' school. After leaving school he learned the machinists' trade, at which he worked for seven years. Later he was engineer for Zero Marx's sign works until he joined the Fire Department, July 1, 1898, on Engine No. 21, was transferred to Engine 65, December 31, 1898, and to Engine 10, June 9, 1900.

Mr. Crowe was married to Miss Agnes Berger, in Chicago, June 22, 1898. He has always been found in his place ready for any emergency where duty calls.

J. HENNING CROWLEY.

J. Henning Crowley, Chief Clerk West Side Pumping Station, was born in Menasha, Wis., September 7, 1856, was educated in the public schools of his native city and at Engelman's Academy in Milwaukee, and coming to Chicago in 1871 worked for S. P. Rounds, type-founder, for two years, and then with W. E. Strong, the Michigan Central Railroad Company, and later for Montgomery Ward & Co., in charge of their main office, until 1882. He was then employed as traveling salesman by Simpson, Hall, Miller & Co., of Wallingford, Conn., for one year, and for Frier & Jack, glassware merchants, for a year, traveling through Michigan, Minnesota and Northern Iowa. Having quit traveling, he was appointed head clerk for the shipping department of Armour & Co., later had charge of the clerks in the jobbing department in a down-town office until 1889, when he went to Washington Territory and helped to make the State and found four towns on Puget Sound.

While on the Pacific coast Mr. Crowley worked on a Seattle newspaper for six months, and printed a newspaper at Anacortes, Fidalgo Island, Puget Sound; also worked for the City of Seattle when there were only 12,000 inhabitants, and until there were 40,000, in 1890. During the taking of the census of 1890 he was employed by United States Commissioner R. B. Porter, as Special Agent for six months; then returning to Chicago in 1891, worked for the World's Fair Committee at headquarters, remaining until the spring of 1894. He then became manager of the Ely Manufacturing Company (in general merchandise), until they sold out; later had charge of the correspondence department of Sears, Roebuck & Co., until the election of Mayor Harrison, in 1897, when he was appointed to take charge of the sidewalk department in the Special Assessment Office, continuing in the service of the city as assistant in different departments under Civil Service rules until his appointment as Chief Clerk of the West Side Pumping Station. He

has also been proof-reader and reporter for many of the newspapers. Mr. Crowley has shown, by his devotion to the interests of his employers and the positions of trust which he has been called upon to fill, that he can be relied upon in whatever place he may be called upon to occupy.

JACOB RAMBO CUSTER.

Jacob Rambo Custer, lawyer, Chicago, was born in Chester County, Pa., the son of David Y. and Esther (Rambo) Custer, who were both natives of Montgomery County, Pa. For generations his ancestors had been residents of the same section of Pennsylvania, his paternal grandparents being Jacob and Catherine (Yerger) Custer, and his great-grandfather, Peter Custer, and his great-grandmother (whose maiden name was Vanderslice), all being born in Montgomery County. On the maternal side his grandparents were George and Ann (Fox) Rambo, and his great-grandparents Abraham and Catharine (Tyson) Rambo—also natives of the same county.

Mr. Custer was educated at Washington Hall, Trappe, Pa., in the school of Dr. Abel Rambo, his uncle at Pennsylvania College, Gettysburg, Pa., graduating from the latter in 1867. He then studied law one year (1868) in Philadelphia, and the next year (1869) at the Albany Law School, New York. Then coming to Chicago in October of the latter year, he was admitted to the bar and practiced alone until May, 1879, when he entered into partnership with the late William J. Campbell, under the firm name of Campbell & Custer, which was continued until Mr. Campbell's death, March 4, 1896.

Mr. Custer's present business partnership is with Joseph A. Griffin and John M. Cameron under the firm name of Custer, Griffin & Cameron, with office at 811 Rookery Building, Chicago. On December 1, 1879, he was married in the City of Chicago, to Miss Ella A. White, who was born in Grand Rapids, Mich., and educated in Chicago, and they have had two children, Charles W. and Esther Rambo Custer, both now deceased. Mr. Custer is a Republican in politics, but has never held or sought office, accepting the principle that the proper sphere of the true lawyer is in the domain of work.

CHARLES SIDNEY CUTTING.

Charles Sidney Cutting, lawyer and Judge Probate Court, Cook County, is one of the many sons of Vermont who, by character and achievement, have reflected credit upon the city of their adoption. To the little, long, narrow State, the western foot-hills of whose towering mountain range reach down to Lake Champlain, while its eastern spurs join those of the White Mountains, the entire country, and especially the great Central West, owe a debt. Her stalwart sons have helped break Western prairies and build Western cities, and Chicago alone can furnish many a proof, material, in-

tellectual and æsthetic, of their prowess and success.

Judge Charles S. Cutting was born at Highgate Springs, in the Green Mountain State, March 1, 1854. Through his father, Charles A. Cutting, and his mother, whose name before marriage was Laura E. Averill, he claims descent from those early English immigrants who sought freedom of conscience in a new world, the Averills having originally belonged to the Society of Friends. Mr. Cutting, Sr., with his family removed to Salem, Oregon, while his son, Charles S., was a boy, and the latter received a classical education at Willamette University. At the early age of seventeen he was tendered the editorship of the Cedar Rapids (Iowa) Times. He remained in the sanctum of this journal for three years, and while a young man of twenty, was appointed Principal of the High School at Palatine, Cook County, Ill. To the discharge of his new duties he brought a sound scholarship and an earnest, conscientious desire to succeed. If he lacked experience, he had an abundance of enthusiastic devotion for his work. He retained the principalship for six years, meanwhile reading law in the office of the late Judge Knickerbocker, in Chicago. In 1880 he was admitted to the bar, and in 1881 began practice, his first partnership being with Judge Williamson. For twenty years his success has steadily become more and more pronounced. Endowed with a keen, penetrating mind, of a judicial quality, he is also a constant and deep student and a profound thinker. For several years he was at the head of the firm of Cutting, Castle and Williams, whose reputation at the bar is second to that of none other.

Judge Cutting has been the recipient of many high honors, professional, public and political. During 1887-90 he was Master in Chancery, for nine years a member of the Cook County Board of Education, for three years being its President, and for three years President of the Palatine Board of Education. In 1895 he removed from Palatine to Austin, and was at once elected Town Attorney of Cicero. He has been a life-long Republican, casting his first presidential vote for Hayes in 1876. He is a member of the Hamilton and Union League Clubs, and by his forceful arguments and earnest eloquence upon the stump and the rostrum, has done much to promote Republican success. In 1900, without the solicitation or desire on his part, and during his absence from the country, the convention of his party nominated him for the office of Probate Judge of Cook County, and his triumphant election and his re-election to the same position in 1904, demonstrated the firm hold which he has upon the esteem and confidence of the electors of Cook County without regard to party affiliation.

In private life Judge Cutting is genial and whole-souled, a delightful host and always a welcome guest. He is an Odd Fellow, a Knight Templar and a Mason of the thirty-second de-

gree. He readily wins friends whose regard he easily retains, because founded upon respect. He was married June 27, 1876, to Anna E. Lytle, his only son, Robert M., a graduate of the University of Michigan, is now a law student in Northwestern University. Judge and Mrs. Cutting are members of the Oaks Social Club of Austin.

LAWRENCE F. DARLINGTON.

Lawrence F. Darlington, late Assistant Engineer, Fourteenth Street Pumping Station, Chicago, now Chief Engineer for the Swift & Company Packing Plant, Union Stock Yards, was born in Charleston, W. Va., February 28, 1858, and educated in a subscription school. After leaving school he found employment at Thayer's machine shop, in Charleston, where he worked for three years, learning the trade of engineer, after which he was employed by the S. H. Brown Lumber Company for two years, when he came to Ogle Station, Ill., and worked as engineer for a Coal Mining Company for one year. He was then employed by the Kelsau Lumber Company at Vincennes, Ind., for one year, by the Danville (Ill.) Sugar Refining Company as machinist for three years, and as master mechanic for two years, after which he worked in the Chicago & Eastern Illinois Railroad shops at Danville one year, and for the Furminigh Sugar Manufacturing Company as master mechanic for two years. Coming to Chicago in 1887, he was chief engineer of the Northwestern Fertilizing Company for six years; then for the John Cudahy Packing Company for two years, the International & Wells Packing & Provision Company for one year, and for Swift & Company for one year, when he was appointed chief engineer for the Sewage Pumping Works at Seventieth Street and Yates Avenue, and later at Sixty-ninth and Peoria Streets. On January 3, 1901, he was appointed assistant engineer at the Fourteenth Street Pumping Works, having received his promotional examination under the Civil Service rules and his promotion from the Fourth to the Fifth grade.

Mr. Darlington was married September 6, 1881, to Miss Mary A. Duffy, of Danville, Ill., and four children have blessed their union. In 1904 he is chief engineer for the Swift & Company Packing plant, Union Stock Yards.

GEORGE M. DEARLOVE.

One by one, the "old settlers" of Chicago, like the veterans of the Grand Army of the Republic, are passing away. Few are left of the early pioneers whose self-privation, toil and courage laid the foundations of the great city, which stands today as a lasting monument to their energy and self-sacrifice. Among those who yet survive to recall the "stories of the olden days" is Mr. George Dearlove, the father of the gentleman whose name forms the caption of this imperfect biographical sketch. The elder Mr. Dearlove is a native of Harrigate, York-

shire, England, where he was born in 1817, emigrating to America as a youth at nineteen years of age and settling at Chicago in 1833. In those early days he cultivated a small farm, while at the same time dealing in real estate. Today, at the age of eighty-four, well preserved in body and with mind unimpaired, he looks back upon the past with pleasant memories and forward to the future without fear.

George M. Dearlove was born in Northfield Township, Cook County, March 10, 1873; from the King public school, Chicago, he entered the Northwestern Military Academy at Highland Park, and after graduating from the latter, matriculated at Lake Forest University, receiving his degree in due course and supplementing his studies there by a special course at Monmouth College, Monmouth, Ill. Two years he devoted to travel in both hemispheres, and at the expiration of that time returned to Chicago to engage in the real-estate business, in which he is yet successfully employed. On November 15, 1899, Mr. Dearlove was united in marriage to Miss Nellie Hortense, of Aurora, Ill.

JEPHTHA C. DENISON.

Jephtha C. Denison, ex-Secretary and Treasurer, Union Stock Yard and Transit Company and Treasurer Roanoke Investment Company, Chicago, was born in Vermont, and educated in the public schools. In early life he removed to New York State, and in the 'fifties came to Mendota, Ill., and from there removed to Elgin, Ill. Here he enlisted in the Thirty-sixth Illinois Volunteer Infantry and served to the close of the war, a part of the time as hospital steward of the field hospital at Chattanooga, later being detailed for duty in the office of Medical Director at Nashville, Tenn., until, by order of President Lincoln, he was honorably discharged from the service.

After the war Mr. Denison engaged in the grocery business at Elgin, but, in 1874, came to Chicago and entered the service of the Union Stock Yard & Transit Company, where he worked his way up through every position but one in the general office of the company. He was Assistant Secretary and Treasurer for thirteen years, on the resignation of George T. Williams becoming Secretary and Treasurer, and retaining this position until his resignation, January 17, 1900, to accept the position of Secretary of the Federal Life Insurance Company of Chicago. At the present time (1904) he is Treasurer of the Roanoke Investment Company. Mr. Denison has the reputation of being one of the best posted men in matters relating to the live-stock trade, and has been identified with various other interests, having been one of the first Directors of the National Live-Stock Bank. He has for many years been President of the Englewood Building & Loan Association. Personally Mr. Denison is genial and courteous, of unswerving loyalty to friends and associates, a man whose word may be absolutely relied upon, and who has done his

part well towards the upbuilding of Cook County and the various business enterprises with which he has been associated.

WILLIAM DEERING.

William Deering, merchant and manufacturer, was born at Paris, Oxford County, Maine, April 24, 1826. His parents were James and Eliza (Moore) Deering. His ancestors immigrated from England in 1634, and, in all of the histories of New England from that time, the name of Deering finds most honorable mention. William Deering's boyhood was much the same as that of other boys reared by earnest Christian parents. His scholastic education consisted of the full and regular course of studies in vogue at that time in the common and graded schools, and was finished in the high school at Readfield, Maine, in 1843. While yet in his early manhood he occupied the position of manager of a woolen mill in Maine, discharging every trust reposed in him to the eminent satisfaction of his employers. After the termination of his labors there he engaged in various business enterprises, to which is largely due his marked genius for handling large manufacturing details. His greatest achievement has been the building up of the works of William Deering & Company, for the manufacture of harvesters and agricultural machinery. The firm was founded in 1870, the name being changed in 1894 to the Deering Harvester Company, but is now the "National Harvester Company," in which Mr. Deering holds the controlling interest. The works are now located in Fullerton Avenue, along the line of the Chicago & Northwestern Railroad, with docks on the North Branch of the Chicago River. At the present time eighty-five acres are occupied by the plant, which is compactly arranged. The works comprise large wood-working shops, knife and section shops, machine and blacksmith shops, bolt and rivet works, a foundry, a large malleable iron plant, and an extensive twine plant. The works consume annually 45,000 tons of steel and a like quantity of pig iron, comprising both Northern and Southern coke-iron. Some 72,000 tons of coal and coke are annually consumed, 4,817,750 gallons of oil and 31,000,000 feet of lumber.

The force employed in the shops is usually 7,000 hands, and many of the departments work with regular night shifts, the establishment operating its own electric light plant, which gives it facilities for producing a larger number of machines of all kinds than any other harvester company in the world. It receives a part of its raw material from many foreign countries, including the Philippines, and distributes its products all over the globe. The sales department embraces fifty-eight branch houses and general agencies, and the sales extend over Europe, Australia, New Zealand and South America. Mr. Deering, the founder of this immense plant, continues actively identi-

fied with its operations, ably assisted by his two sons, Charles and James.

Mr. Deering has been twice married. His first wife was Miss Abby Barbour, of Maine, daughter of Charles and Joanna (Cobb) Barbour, to whom he was married October 31, 1849. Of this union there was one child, Charles, born in 1852, now Secretary of the Deering Harvester Company. The second marriage, on December 15, 1857, was to Miss Clara Hamilton, of Maine, daughter of Charles and Mary (Barbour) Hamilton. The issue was two children, James and Abby Marion, born in Maine—the former in 1859, and the latter 1867. James Deering is the present Treasurer of the Deering Harvester Company. William Deering removed with his family to Evanston, Ill., in 1873, where he now resides in his beautiful home. He is liberal, public-spirited and benevolent, and his business career has been noteworthy from the absence of controversies with his employees. He has been, for a number of years, one of the Trustees of the Northwestern University at Evanston, and at the present time is President of the Board. He is also a Director and stockholder in several financial institutions. One of his latest acts of beneficence was the giving of Fisk Hall to the Northwestern University.

MILES J. DEVINE.

Miles J. Devine, lawyer, Chicago, was born in the city where he now resides, November 11, 1866. He is the son of Patrick and Elizabeth (Conway) Devine, both natives of Ireland. His mother was a sister of Rt. Rev. P. J. Conway (deceased), late Vicar-General of the diocese of Chicago. Mr. Devine attended school at the Seminary of St. Francis, at Bay View, Wis., also the Lake Forest University, Ill., and graduated at the Niagara University, at Niagara Falls, N. Y., in 1882. He then spent five years on his father's farm, acquiring brawn for his future brain work. He studied law at the Chicago College of Law and graduating therefrom in 1890, was admitted to the bar, and formed a law partnership with Jeremiah B. O'Connell. Mr. Devine was appointed Assistant Attorney in 1892 by Carter H. Harrison, Sr., and continued during Hopkins' administration as Mayor and resigned this office the first year of Mayor Swift's term.

In 1893 he was nominated for State Senator on the Democratic ticket, in a strong Democratic district, but declined. In 1896 Mr. Devine was nominated for Congress in a district that was so strongly Democratic that a nomination was equivalent to election, but, preferring to continue his law practice, he declined this nomination also.

In 1897 he was elected City Attorney by the largest majority ever given to a Democrat, served his term of two years and was the only City Attorney to try all his own cases, giving good and general satisfaction. Mr. Devine was Vice-President and Chairman of the Executive Committee of the Cook County Democratic

Club. Besides being a leading member of the Cook County Democratic Club, he is a member of the Iroquois Club, Knights of Pythias, Foresters and several Irish societies.

Mr. Devine was born an orator, as, at the early age of fifteen, he stumped the Counties of Lake, McHenry and Boone in Illinois, for Representative Haines (afterwards Speaker of the House of Representatives), and at this time was known as the "boy orator."

He and his law firm give special attention to criminal law practice. Besides having the largest personal injury docket of any law firm in Chicago, he has tried no less than twenty-nine cases of murder and did not lose one of them.

Mr. Devine was married October 25, 1885, to Miss Emma Gamash, in Chicago, and six children have been born to them, viz.: Miles J., Jr., Paul, Leo, Mabel, Carter Harrison, who died February 10, 1899, and Raymond, born May, 1901.

WILLIAM H. DICKSON.

It is a saying no less true than euphonious, that "the law is a jealous mistress." Yet to those who love and serve her well, no profession holds out hope of richer reward. Success, however, is usually slow of attainment, and never reached without hard, conscientious work; and to occupy a position of prominence and honor at the Metropolitan Bar at the early age of thirty, is a distinction of which the holder may well feel proud. Mr. William H. Dickson was born in Pittsfield, Ill., October 5, 1871, but pursued his professional studies at the law department of the Northwestern University, graduating therefrom. Until February, 1899, he carried on his practice alone, but at that time formed a co-partnership with Mr. John Stirlen, under the firm name of Stirlen & Dickson. As a "trial lawyer" he has already gained an enviable reputation, and is frequently retained in that capacity by other members of the profession. A cause in which he was engaged, and which attracted wide public attention, was familiarly known as the "X-ray case," being the first action brought for damages sustained by a subject of X-ray photography. In this cause Mr. Dickson recovered a verdict of \$10,000. He has a wife and one daughter, having been married to Miss Winona A. Hoffman, of Chicago, on January 16, 1895.

WILLIAM T. DICKSON.

Comparatively few of the present residents of Chicago can recall the appearance of the infant metropolis half a century ago. It was in 1851 that Mr. William T. Dickson first visited the city, his trip, with all its attendant circumstances remaining deeply impressed upon his memory. Born on a farm near Indianola, Vermilion County, Ill., he was a mere boy when, in company with H. H. Conover, a youth about his own age, he came to Chicago with a drove of cattle. In those days Illinois had few rail-

roads, and the "Garden City" could boast a population of but 30,000. The journey and the transaction of their business occupied seven weeks. In 1870 Mr. Dickson decided to make Chicago his permanent home. Immediately on coming here he embarked in the live-stock commission business at the Union Stock Yards, in partnership with A. B. Condict and Erastus Doty, the firm name being Condict, Doty & Dickson. Since then the style of the firm has undergone several mutations. Condict and Doty were succeeded by J. W. Byers. The firm of Dickson & Byers was dissolved by the retirement of Mr. Byers, and was succeeded by Dickson, Harpole & Lott, Mr. Dickson's partners being Messrs. William Harpole and James P. Lott. Mr. Harpole withdrew in 1884, and for seven years the business was conducted under the name of Dickson & Lott. Mr. Lott retired in 1901, and the past four years Mr. Dickson has been associated with the Drovers' Commission Company under the firm name of W. T. Dickson & Company. Despite his more than three score years, Mr. Dickson remains hale and vigorous in body and mind alike, a fine specimen of manhood, while his successful career affords a noteworthy illustration of the possibilities that wait upon energy and integrity.

EDWARD J. DIEHL.

Edward J. Diehl, cattle buyer, Union Stock Yards, Chicago, was born in Canal Dover, Ohio, December 15, 1848, was educated in the district school, and when fourteen years of age went with his father with cattle across the mountains to Pennsylvania, passing through Carlisle, Chambersburg and Harrisburg, walking all the way (over 500 miles), and leading the ox at the head of the drove, returning home by rail. He was raised on a farm until he was nineteen years old, when he went to the Cherokee Nation, Indian Territory, in 1869, remaining there two years. In 1871 he came back to Chicago, and worked in a soap factory until 1873; when he went to the Union Stock Yards in the employment of Wood Brothers for one year; then shipped cattle for Louis Keefer for one and a half years; for Morris & Waixel for about two years; remained with Nelson Morris three years, and then worked for the Union Stock Yard & Transit Company on a hay wagon for three and a half years, and was with Evans, Snider & Buel three and a half years. Later he shipped cattle for Nelson Morris & Company, and then for the Government Meat Inspector for two and a half years, but a change in the administration knocked him out. He worked for Frazer & Chalmers for four years, and then returned to the Union Stock Yards, where in 1901 he was shipping cattle for Nelson Morris & Company. Mr. Diehl was married in Chicago, May 12, 1886, to Miss Christine Morine, and four children have blessed their union. Has done his full share in building up the Union Stock Yards, and is well esteemed by his friends and associates.

GEORGE H. DIEHL.

George H. Diehl, live-stock dealer and inventor, was born in Canal Dover, Tuscarawas County, Ohio, March 29, 1837, was educated in the district schools, and when thirteen years old, followed a drove of cattle from Canal Dover, Ohio, to Harrisburg, Pa., riding a black pony which was taught to bite the cattle to hurry them along. The pony lived to be thirty-four years old. When fourteen years old, his father gave him \$400 and employed him as a manager of a herd of cattle, which he drove over the mountains from Ohio to Harrisburg, Pa., and at the age of fifteen, he bought the largest part of a herd of cattle, and superintended the driving of them from Ohio to Pennsylvania, selling them at a good profit. He came to Chicago in 1870, and invented a smoke-burner, which proved a success, selling his patent to a Mr. Hutchinson, who named it the "Hutchinson Smoke-Burner," which was adopted by many of the large manufactories and other buildings. In 1873 he commenced work for Wood Brothers at the Union Stock Yards, and, after one month formed a partnership with Richard Nash in handling stock cattle, which lasted for seven years. Later he bought and sold live stock, in which he is still engaged. Mr. Diehl was married at Kankakee, Ill., July 2, 1879, to Miss Jenny Sibley, and five children have been born of this union, of whom two (1901) are living—Harold S., aged sixteen years, and Ethel, aged fourteen. Mrs. Diehl is a niece of the late H. H. Cooley. Here we have another plucky pioneer, who has helped to make the Union Stock Yards a wonderful success.

ARTHUR DIXON.

Arthur Dixon is one of Chicago's most respected citizens, his private character is one to be admired and loved and his public record is without a blemish. Throughout his life he has been actuated by pure motives and manly principles, and, by following a fixed purpose to make the most and best of himself, he has overcome many difficulties and risen, step by step, to a position of influence and honor among public-spirited, high-minded men.

Mr. Dixon is of Scotch-Irish descent, having been born March 27, 1837, in Fermanagh County, North of Ireland, in the charming rural district of Lough Killygreen, the son of Arthur and Jane (Allen) Dixon. The former was a Scotchman whose father and brother held commissions in the British army. His father was a man of more than ordinary intelligence, and by occupation was a farmer and a country school teacher. He also practiced with considerable success as a country attorney. He had four sons and one daughter, the latter, Elizabeth Carson, wife of Thomas Carson of Chicago. Mr. Dixon and his sister are the only survivors of the family, and from their father, Arthur Dixon received his early training and inherited many sterling traits of character that

have signally characterized his life. The memory of Mr. Dixon's parents is held in sacred remembrance by the son, and he never speaks of them except with feelings of the most tender and affectionate regard.

Arthur Dixon attended the district and national schools during his boyhood, and early developed a fondness for mathematics, logic, history and questions of moral and social ethics. He was an apt scholar and read much, took a lively interest in all stirring questions of the day and watched with boyish enthusiasm and delight the progress of events. He loved home and its environments and attended regularly the Episcopal and Methodist Sunday schools and services. The discipline of those early years, and the influence of his surroundings during the formative period of his character, left an impression that has marked all his subsequent life.

Mr. Dixon had read glowing reports of the republic across the Atlantic, and early resolved to go thither and seek his fortune, and, when eighteen years old, put his resolution into effect. Going to Philadelphia, Pa., where he had some friends, he remained with them for a time, and on July 4, 1858, went to Pittsburgh and spent three years in the nursery business, learning tree-planting and grafting.

In 1861 Mr. Dixon began clerking in the grocery house of Mr. G. C. Cook, at Chicago, but soon afterwards opened a retail grocery store on his own account, which he conducted with good success some two years. In the spring of 1863 he established a general teaming business at No. 299 Wells Street, now Fifth Avenue, being led into that line of business by seemingly a mere accident. He had been obliged to take a team of horses and wagon in payment of a grocery debt, and with them he began the business, which under his careful and skilful management, has prospered and grown until it is now the largest of its kind west of New York City. Mr. Dixon has been untiring in his vigilance in watching the interests of his patrons, among whom are many for whom he has done business for nearly thirty years. Financially the business has yielded most satisfactory results, and for many years its proprietor has been known as one of Chicago's prosperous and thrifty business men. Mr. Dixon has been prominently identified with many public interests, and has been a well-known character in Chicago for thirty years.

During the War of the Rebellion he was active in response to the calls of President Lincoln in enlisting and equipping men for service. He became especially prominent in 1866 by the active part he took in the establishment of the fire limits, and in the spring of the following year was elected Alderman from the Second Ward of the City of Chicago on the same ticket with ex-Mayor Rice. From that time until April, 1891, when he voluntarily declined to longer remain a member of the City Council, he was re-elected with increased ma-

jorities, and sometimes without opposition, and has the honor of having served longer than any other Alderman of Chicago. He was often called "The Nestor of the Aldermen." At the close of his incumbency a delegation from the City Council presented him with the following resolutions, richly bound and superbly illumined and engrossed, the volume being prized as one of his richest treasures:

"At a regular meeting of the City Council of the City of Chicago, held April 27, 1891, the following preamble and resolutions, endorsing the official actions of Alderman Arthur Dixon, were unanimously adopted:

"WHEREAS, The City Council of the City of Chicago is about to lose the services of its oldest and best-known member through his voluntary and we hope temporary retirement from the political field of action,

"Resolved, That we, the colleagues, some of many years, others of short acquaintance, tender to Alderman Dixon on this occasion the expression of our heartiest good wishes for his future, and also the expression of our appreciation of the loss which the Council and the City sustain through his withdrawal from our municipal legislature;

"Resolved, That we place on record our conviction of his great public worth, his zeal for honest and economical government, his sincere interest in the cause of the taxpayers, and his undoubted and unquestioned ability in every position assigned to him; and, further, we record the expression of our hope that his zeal, his earnestness and ability may soon be utilized for the public in some new capacity; and, be it further

"Resolved, That the City Clerk be, and is hereby directed to spread this preamble and the resolutions upon the records of the Council, and to present to Alderman Arthur Dixon a suitably engrossed copy of the same.

"HEMP. WASHBURN, Mayor.

"James R. B. Van Cleave, City Clerk."

Mr. Dixon has been editorially described in the Chicago papers as "The careful guardian of the City's interests against the assaults of boodlers, corruptionists and monopolists," and was called the watch-dog of the City treasury.

In 1874, after a bitter contest, he was chosen President of the City Council, and was re-elected to the same position for six years. He served as chairman of all important committees at various times, and on many occasions was elected unanimously. As a member of the Aldermanic Council Mr. Dixon was a recognized leader in debate and a practiced parliamentarian under the city charter. He advocated, among other important measures, that of the city's owning its own gas plant; high water pressure; the building of sewers by special assessments; the creation of a public library; the annexation of the suburbs; the building of viaducts over railway crossings; the drainage law; the city's receiving the interest on her public funds; extension of the fire

limits, etc. He opposed the erection of elevated railroads upon public thoroughfares, and is one of a committee of three favoring a subway connecting Michigan Boulevard with the Lake Shore Drive. He was appointed by the Mayor one of the Executive Committee of arrangements for the World's Columbian Exposition, and was also one of the committee that assisted in arranging and passing the ordinance providing for the loan of five million dollars for the Exposition. In April, 1892, he was elected a director of the Exposition, and his services and counsels in that capacity proved invaluable in the prosecution of this enormous enterprise.

Mr. Dixon represented the First Senatorial District of Illinois in the Twenty-seventh General Assembly, and as a member of that body had charge of measures and rendered services of great value to the City of Chicago. Among the bills introduced by him and passed was that providing for the location of the Chicago Public Library, providing for the construction of the Drainage Canal, and that authorizing the one mill tax and special assessments. For over twenty years he has been a member of the City and County Republican Central committees, and many times Chairman of the same. In 1868 he was the first President of the Irish-Republican convention held in Chicago, and was elected Treasurer of that organization. In 1872 he was a prominent candidate for Congress, and lacked but a few votes of receiving the nomination. He was a delegate in the National Convention of 1880, which nominated James A. Garfield for the Presidency. In all his public career Mr. Dixon has maintained a character above reproach, and all his actions have been straightforward, business-like and in the interest of good government.

Mr. Dixon became a member of the Masonic fraternity in 1865, and is now a life member of the Chapter, the Commandery Knights Templar, and holds the 32d degree of the Scottish Rite. He is also a member of the Union League, the La Salle, Hamilton, Irish-American and Sheridan Clubs, and has held official positions in most of them at different times. He has also been President of the Irish Literary Society, and is a man of a literary turn of mind. His library contains the choicest books of the best editions, finely bound and carefully selected, containing a due proportion of religious, scientific, poetic, philosophic and humorous volumes. Here, among his silent but eloquent companions, Arthur Dixon finds the chief charm and pleasure of his life.

Mr. Dixon was raised in the Episcopal faith, but for many years has been prominently identified with the First Methodist Church of Chicago, and is one of the Trustees of that organization. He has always taken an active part in religious work, and, for twenty-five years, has taught a Bible Class of young men in the Sunday school.

In 1862 Mr. Dixon married Miss Anna Carson, of Pittsburgh, Pa., and they have had four-

teen children, thirteen of whom are living. Domestic in his tastes, and home-loving, he finds no place so attractive as his own fireside, and there, in the company of his estimable wife and merry, light-hearted, happy children, passes his happiest hours.

His personal qualities are of a high order; while firm in his own convictions, he is tolerant of the views of others who differ from him in opinion. He is liberal, broad-minded and charitable, and in his dealings with his fellow-men, is unselfish, generous and the soul of honor. He is a man of strictly temperate habits, virtuous and upright in every relation of life. In a word, Mr. Dixon is a Christian gentleman. He is six feet tall with a well-proportioned physique, of fair complexion and robust health and weighs over two hundred pounds.

Rev. William Fawcett, D. D., pastor of the First Methodist Church of Chicago, says: "Mr. Arthur Dixon has been a member of the First Methodist Church, in this city, for over thirty years, and the greater part of that time he has held official positions in the church. He is also a Trustee of the great First Church property, and in the distribution of the funds for the aid of Mission churches many a poor, struggling church has found in Arthur Dixon a friend in need. For many (over twenty-eight) years he has been a teacher of a Bible class in the Sabbath school of the First Church, and from that class and from his instructions men have gone into leading positions in the Methodist Church in Chicago, and through the country. It is not an uncommon thing to find men in all parts of the country who attribute the highest impulse of their lives to the instruction they received in his Bible class. Perhaps the best evidence of Mr. Dixon's Christian character and influence is found in his own home, where a large family of sons and daughters love him dearly and have the faith of their father by their association and work in the Methodist Church. If, as some one has said, 'the best evidence of a man's Christian character is what his children think of his Christianity,' then is Arthur Dixon an honored Christian."

H. K. G. DOERMANN.

Rev. H. K. G. Doermann, pastor of the First German Lutheran Church, Blue Island, Ill., was born at Eden, N. Y., in 1860, the son of Rev. J. H. and Mary (Allwardt) Doermann, both of whom were natives of Germany. The father was educated for the ministry at Ft. Wayne, Ind., and St. Louis, Mo., and in 1857, entered the ministry at Eden, N. Y., where he served four years, when he removed to Chester, Ill., and thence to Yorkville, Ill., in 1882, becoming pastor of the Lutheran Church at Blue Island. At the termination of his pastorate of the church at Blue Island in 1898, he went to Manassas Junction, Va., where he is now preaching in the church which stands on the old battle ground on which the battles of the

first and second Bull Run were fought in 1861 and 1862. The Rev. J. H. Doermann has been in ministerial work for over forty years. He and his wife have had eight children, those besides the subject of the sketch being, J., educated at Fort Wayne, Ind., and now a minister at Washington, D. C.; Theodore, of Columbus, Ohio; Martin, a minister in South Chicago; August, teacher in the parochial school at Blue Island, Ill.; Minnie, married Rev. Mr. Strason, pastor of a church in Wisconsin; Mary, the wife of Rev. A. Dupper, of Lee's Cross Roads, Ohio, and Clara.

Rev. H. K. G. Doermann was reared in Illinois, but educated at Ft. Wayne, Ind., where he graduated in 1879, when he entered the Lutheran Theological School at St. Louis, graduating there in the class of 1882. He was ordained to the ministry on March 5th of the same year, when he became pastor of the church at Ninety-first and Superior Streets, South Chicago, but subsequently removed to Hickory, N. C., where he had charge of a seminary near Asheville for some years, whence, in 1898, he came to Blue Island to assume the pastorship of the Lutheran Church at that place, which he still retains.

In 1890 Mr. Doermann was married at Maryville, Ohio, to Ruth Mead, and of this union have been born three children: Henry, Mary and Paula.

THE FIRST GERMAN LUTHERAN CHURCH, Blue Island, was organized in 1863 with a membership of twenty person. At first, services were held in the home of Peter Engel-land, Rev. A. Renske being the pastor, but during the same year a church edifice was erected. This was a good stone building with walls three feet in thickness. A parochial school and a parsonage were built in 1873, and the former now has a membership of 135 pupils, while the voting church membership numbers about 110. The number of communicants aggregate about one thousand, representing about three hundred families. Rev. Mr. Renske remained in charge of the church from 1863 to 1871. Others who have followed successively have been: Rev. H. Ernst, 1871-77; Rev. Durhing, 1877-82; Rev. J. H. Doermann, 1882-98, and from 1898, Rev. H. K. G. Doermann, the present pastor. During the past few years the church has erected a parsonage at a cost, including the lot, of \$6,000.

PATRICK J. DONAHUE.

Patrick J. Donahue, Chief of the Eleventh Battalion, Chicago Fire Department, was born in Chicago, August 4, 1856, the son of Patrick and Ellen (Kelcher) Donahue, who were natives of Limerick, Ireland. In 1870 the future Fire Marshal left school to earn a living for himself; was employed for six years at the Union Stock Yards, and for the following two years was salesman for the commission firm of Adams & Bush at the Stock Yards. In August, 1881, he joined the Chicago Fire Department, becoming a member of Hook and Ladder Com-

pany No. 9; in 1885 was transferred to Hook and Ladder No. 1; on March 1, 1886, returned to Hook and Ladder No. 9; and on December 1, 1888, was promoted to the captaincy on Engine 9. He then resumed his connection with Hook and Ladder No. 9 on the Lake Front, where he won a host of friends, who gave a memorable demonstration in his honor when he left them, with a white helmet and the whitest kind of character. He was appointed Chief of the Fifteenth Battalion, Dec. 31, 1895, serving until he was transferred to his present position as Chief of Battalion 11.

As his rank indicates, Marshal Donahue is a splendid fireman and a sterling citizen. He has had many close calls in his twenty-odd years' experience as a fire-fighter. The closest, perhaps, was at the burning of the clothing establishment at the corner of Franklin and Van Buren Streets, where four firemen—Lieutenant Patrick O'Donnell, John Downs, Thomas J. Prendergast and Martin Sherrek, of Engine No. 2—were instantly killed. Donahue's company was working on the second floor with two others, when the upper floors crushed down and caught the boys of Engine 2. Donahue's quick ear detected the noise of the yielding joists just soon enough to escape. Shouting to his comrades, all of them reached the window, and saved their lives. He and his truckman rescued McNally, the driver of Engine No. 2, from the wreck. At the Langham Hotel fire, corner of Wabash Avenue, in 1885, the south wall of the structure fell upon a two-story brick building, upon which the members of the Fire Patrol were at work. The boys on the second floor, warned by the cracking of the walls, escaped to the windows. John C. Walsh and Edward Jones were caught on the first floor, however, and killed. Donahue rescued Captain Shepherd and others under the most perilous circumstances, a huge piece of overhanging wall threatening to bury him at any moment.

Marshall Donahue was married October 26, 1882, to Miss Catharine Cahill of Springfield, Ill. He is a member of the Knights of Mac-cabees, Independent Order of Foresters, and the Firemen's Benevolent Association; is also a devout member of the St. Charles Parish. No man, in this or any other fire department, has won his honors more worthily or wears them more becomingly than Marshal Donahue.

FRANK J. DONEGAN.

Frank J. Donegan, Lieutenant Hook & Ladder Company No. 12, Chicago Fire Department, was born in Chicago, June 9, 1863, and educated in the Dore, Foster and Clark public schools. After leaving school he worked for his father in the teaming business for six years, when he joined the Fire Department, August 3, 1884, as pipeman on Engine No. 1; was transferred to Engine No. 8, and to Truck 4, March, 1886; to Engine 31, June, 1886, and to Engine 7, February 11, 1888; was promoted to Lieutenant,

February 7, 1891, and assigned to Engine 25; was transferred to Engine 41 (Fire-Boat "Geyser"), June 1891; to Engine 66, December 1, 1891; to Engine 7, January, 1894, and to Truck 12, October 31, 1898, where (1901) he still remains on duty.

Lieutenant Donegan has had many close calls, on one occasion being badly injured by having his collar-bone broken, his head split open and his back severely injured by a fall from the top of a 30-foot ladder at the Weber Wagon-Works fire. He was severely burned at the Northwestern Elevator fire, August 5, 1897; was struck by an electric bar when on Truck 12, and laid in the hospital for three weeks from wounds on his head and back. Lieutenant Donegan is still on duty (1904). He was married in Chicago, October 19, 1897, to Miss Mary O'Connell and they have had four children.

WILLIAM DONLAN.

William Donlan, Supervising Engineer, Sewer Pumping Station, Chicago, was born in Chicago, October 29, 1868, attended the public grammar and the Englewood High School, and after leaving school at fifteen years of age, went as apprentice and, later, as assistant engineer at Gilson's Steam Laundry, remaining there two years. Then he spent one and a half years as engineer at Simpson's Planing Mill, and later (1887) accepted a position as chief engineer of Kelly Brothers' Planing Mill, remaining for ten years until 1897, when he was employed by the City of Chicago as Chief Engineer of the Sixty-ninth Street Sewage Pumping Station until January, 1898. He was then promoted to General Supervising Engineer of the Sewerage Department, for which he was certified by the Civil Service Commission, and where he still remains (1904).

JOSEPH H. DONLIN.

Joseph H. Donlin, Lieutenant Hook & Ladder Company No. 1, Chicago Fire Department, was born in Chicago, March 11, 1869, was educated in the Ogden public school and St. Ignatius College, and after leaving school, was a merchandise broker in the grocery trade for four years. Later he served as cashier of the Chicago Club four and a half years, until he joined the Fire Department, July 20, 1891, entering upon duty on Truck No. 3, was transferred to Truck No. 10 in July, 1892, to Engine No. 1, in July, 1893, to Truck 6, in 1894; was promoted to Lieutenant, July 7, 1895, transferred to Truck 4, and to Truck No. 1, July, 1896, where he remained several years. In 1904 Lieutenant Donlin is still on duty in connection with Engine Company No. 6. He has had numerous narrow escapes, but has never received a scratch, although he has shown any amount of pluck and bravery. Lieutenant Donlin was married in Chicago, Nov. 5, 1890, to Dora Leonard, and they have two children.

HENRY W. DORNBUSCH, M.D.

Henry W. Dornbusch, physician, DesPlaines, Ill., was born in 1860, the son of Henry and Sophia Dornbusch, natives of Germany, who emigrated to the United States the same year, but after his birth, at first settling in Hanover Township, Cook County, Ill. Dr. Dornbusch received his primary education in the common schools at Palatine, after which he took a course in Bryant & Stratton's College in the City of Chicago. In 1880 he entered Rush Medical College, where he graduated, February 20, 1883, and the same year began practice at Barrington, Ill., remaining until 1888, when he removed to Arlington Heights. Here he practiced until 1890, when he removed to DesPlaines; in 1900 he located at 1038 North Forty-second Avenue (Hermosa). Dr. Dornbusch was married at Barrington, Ill., in February, 1886, to Elizabeth Zimmerman, born in 1863, and they have two children—Franklin H. and Elizabeth L. He is a Republican in politics, and a Catholic in religious faith.

DANIEL B. DOTSON.

Daniel B. Dotson, Engineer, R. A. Waller Electric Lighting Station, Chicago, was born near Oil City, Pa., December 3, 1853, was educated in the public schools, and, after leaving school, worked in a paper-mill at Elkhart, Ind., for three years. He came to Chicago in 1882, and ran an engine for the Empire Warehouse Company two years, after which he worked two years in the electric department of the Western Electric Company. In 1887 he installed the first city electric-lighting station at Clinton and Washington Streets, putting the machinery in place. February 1, 1888, he entered upon his duties as engineer with Frank B. Flynn, now Chief Engineer in charge of all the city lighting stations, being assigned to the lighting station at Jefferson and Van Buren Streets, where he remained one year. In 1890 he was appointed Chief Engineer at Chicago Avenue Lighting Station, remaining until 1898, when he met with a severe accident which laid him up for seven months, after which he went to the Rice & Lincoln Streets Lighting Station, as engineer in charge. He was transferred to the R. A. Waller Lighting Station, August 1, 1900, where he still remains in charge of that extensive plant. He has shown by his long service for the city and his steady promotion that he is appreciated by his employers, and is the "right man in the right place." Mr. Dotson was married to Miss Josie Beck in Chicago, Nov. 5, 1884. Mrs. Dotson passed away April 6, 1899.

LEVI BARNES DOUD.

Levi Barnes Doud, ex-President National Live Stock Bank, Chicago, was born on a farm in Mahoning County, Ohio, April 7, 1840. His parents, James and Mary (Barnes) Doud, spent their early years in Canfield, Ohio, but their parents were descended from old colonial settlers from Connecticut and Virginia. After

the completion of Mr. Doud's education at the Salem (Ohio) Academy, he returned to his father's farm, and remained there until 1860, when he began life for himself as a cattle-dealer at Allegheny City, Pa. He was successful in his business venture, but being of an ambitious nature and foreseeing a great future for the live-stock trade in Chicago, he began operations there in 1864, and in the following year there took up his abode. He has been largely connected with the cattle interests of Chicago for nearly forty years, and at the present time is the senior member of the firm of Doud & Keefer, live-stock commission buyers. He has also been identified with the packing business, but has disposed of that interest.

For many years Mr. Doud has been interested in various banking institutions, was a stockholder in the Union Stock Yards Bank, and in January, 1889, was chosen President, retaining this position some ten years. He came from a State that has been aptly termed by an eminent historian, "the lap of patriotism and the mother of Republicanism." He has followed in the footsteps of his father, one of the leaders of the anti-slavery movement in Ohio, and is a staunch Republican.

Mr. Doud was married at Ottumwa, Iowa, December 24, 1874, to Elizabeth R. Dunham, and one daughter, Marian, has blessed this union. Mrs. Doud is a native of Newark, Ohio, and was educated in Chicago. Mr. Doud is a man of domestic tastes, and, when not absorbed in his business, in which he takes a natural and just pride, he finds nowhere else such solid enjoyment as in his own home at No. 3257 Michigan Avenue. During the heated season of each year he seeks recuperation and rest at the sea-shore with his family. Pre-eminently a self-made man, he has attained to a position among Chicago's representative men of which he may be justly proud. He started in life with no capital save health, a persistent purpose and an honorable ambition, and, by persevering effort, uprightness and fidelity, has risen, step by step, to his present position as one of Chicago's most prominent and successful business men.

WILLIAM CARY DOW.

William C. Dow (deceased), former real-estate operator, Chicago, was born in Boston, Mass., October 24, 1822, the son of Jones and Catherine (Page) Dow. His father was a merchant-tailor during his residence in Boston, but later became a farmer near Waterville, Maine, finally removing to Foxboro, Mass., where he lived in retirement until his decease. He was a soldier in the War of 1812, and previous to his death, at eighty-nine years of age, was the last surviving member of his regiment. He was prominent in the Masonic Fraternity, being a member of the St. Paul Lodge A. F. & A. M., in Boston. The Dow family was prominent in various ways in early colonial and New England history, Lorenzo Dow, the famous

evangelist, and the late Gen. Neal Dow, the champion of Prohibition and a soldier of the Civil War, being descended from branches of the same family. The father of Jones Dow was a Major, and his grandfather a Colonel, in the War of the Revolution.

William C. Dow, acquired his education in the public schools and, at the age of twelve years, engaged in mercantile life, still later becoming partner in a store at Waterville, Maine. About 1850 he had charge as supercargo of a vessel loaded with goods for the Bahama Islands, with a view to establishing a line of trade between Boston and the Islands; but having changed his plans, in 1853 came to the city of Chicago and there engaged in the roofing business, which he carried on successfully for a number of years. About 1858-60 he entered upon the real-estate business, in which he continued for a period of over forty years. As an evidence of his marked probity of character as a business man, it may be mentioned incidentally that, in the capacity of manager, he had charge of an estate, during the long period of his administration affecting the interests of four generations.

After the great fire of 1871, his home, having fortunately escaped the ravages of the conflagration, became a temporary "house of refuge" for many homeless citizens and their families. Of reserved temperament and innate modesty, he lived a retired and home-loving life, manifesting those traits of character which were most highly appreciated by those who knew him best. He was by nature a genuine optimist; and, while patient under physical suffering, in his domestic life exhibited that sunny, affectionate disposition which has endeared him in the memories of his family and those brought in most intimate contact with him.

Besides looking after his large real-estate interests on the North Side, in his later years Mr. Dow devoted his attention largely to the leasing of down-town offices until 1900, after which, on account of failing health, he lived practically retired.

Mr. Dow was a Unitarian in religious belief, connected with the Unity Church—under the ministrations of Rev. Robert Collyer, now of New York—and after the fire of 1871, was a member of the committee chosen to superintend the restoration of the church edifice. The other members of the committee were Nathan Mears, Henry T. Thompson, Thomas L. Wallin and Edward I. Tinkham—all well known and prominent citizens of that time. Generous in many ways, but with a strong dislike for mere ostentation, Mr. Dow's acts of benevolence were always performed in private.

While an ardent Republican in his political convictions, Mr. Dow was not, in the popular sense of the term, a politician, and never held a public office. His political views were of that independent and conscientious character entertained by the man who, unselfishly, de-

sires to secure the highest degree of welfare for the whole country.

On May 10, 1865, Mr. Dow was united in marriage to Marietta Adriance, daughter of John and Jane E. (Van Wyck) Adriance, of Fishkill, N. Y., her family being of old Knickerbocker stock. One daughter, Jenny—now Mrs. William P. Harvey, of Aurora, Ill.—was born of this union. Mr. and Mrs. Harvey have four children: William Dow, Julia Plato, Grace Furness and Joel Demetrius. Mr. Dow died at his home, 473 Orchard Street, Chicago, October 13, 1903. Mrs. Dow still survives.

THOMAS DOWNS.

Thomas Downs, Supervising Mechanical Engineer, Chicago Water Service, was born in Belleville, Ontario, Canada, December 25, 1858, attended the public schools, and later Ontario Business College (night department), while serving his time as a machinist in steam-fitting, boiler-work, molding, and different branches of the trades just mentioned. In 1880 he was employed by the Holly Manufacturing Company of Lockport, N. Y., remaining there as gang boss until 1892, being employed in building engines for pumping stations, and traveling and installing engines for the company. Later he was employed by the G. F. Blake & Knowles Company, of Cambridge, Mass., manufacturers of steam-pumping machines, as traveling salesman and consulting engineer, remaining with them two and a half years.

In 1895 Mr. Downs entered into the service of the B. R. Worthington Hydraulic Company, remaining until he came to Chicago in September, 1897, when, at the solicitation of City Engineer Ericson and L. E. McGann, Commissioner of Public Works, he accepted the position of pumping engine expert, and later, under civil service rules, was made Supervising Mechanical Engineer, having charge of the reconstruction of the entire pumping machinery, and the operation and maintenance of the various pumping stations. The position is a very important one, the entire organization having been systematized and placed upon a high-grade business basis. During the three years previous to 1901 fifty boilers were repaired and reset, and over 20,000 pump-valves replaced in the various pumping engines, the machinery generally was overhauled and placed in good working order. Up to that time over \$200,000 had been expended in repairing buildings, securing and improving grounds and placing machinery in proper condition. In 1899 water was pumped, per foot high, at less cost than ever before since the organization of the Water Department. By his close attention to this business, Mr. Downs had developed a saving and care in his department that has given the city a better and equalized pressure at a saving of many thousands of dollars to the tax-payers. He was married June 9, 1885, to Miss Ella K. Martin, in Lockport, N. Y., and three children have been born to them, two of whom are now living.

MICHAEL J. DRISCOLL.

Michael J. Driscoll, driver, Engine No. 82, Chicago Fire Department, was born in Chicago, May 1, 1876, was educated in the Scammon School, and then for four years was with Reid, Thompson & Co. (ice cream manufacturers), until March 12, 1900, when he joined the Fire Department and was assigned to Engine 82, as driver. Mr. Driscoll's father, Michael J. Driscoll, was the first pilot of the tug "Alpha," from the time she was launched remaining with her about ten years, and until after she went into the service of the Fire Department on September 5, 1885; later was Captain of the steamboat "Soo City," owned by the Holland & Chicago line, remaining in this position until his death, July 22, 1897. At the present time (1904) Mr. Driscoll still retains his connection with the Fire Department ready for the performance of any duty that may devolve upon him.

NICHOLAS DUBACH.

Nicholas Dubach (deceased), late Chief of Tenth Battalion, Chicago Fire Department, was born of French ancestry, in Lorraine (then in France but now a part of Germany), October 11, 1842; came to Chicago when a boy of eight years and obtained his education in the city schools. After starting in life's struggle he worked for a time in Betcham's and in Abbott & Kingman's planing mills, in the Illinois Central Car Works, then carried on a cooperage business with James Stevens for five years, and then worked as foreman in the "ham houses" of Gassard & Company and Leland & Mixer. On May 6, 1865, he began his career as a fireman on the engine known as "Long John," receiving subsequent transfers, promotions and assignments as follows: to Engine No. 2 (the "Enterprise") in February, 1866; to "Economy," No. 8, June 1, 1867; promoted as foreman of Hook and Ladder Company, No. 4, upon its organization; assigned to Engine No. 2, in 1868; and to Engine No. 8, the following year. In 1872 he was promoted to a captaincy, and in 1880 given charge of Engine Company No. 16. He was made Chief of the Tenth Battalion on July 1, 1890, holding that post for three years, when failing health compelling him to tender his resignation, he was retired as captain on a pension July 14, 1895. The day following his resignation the men of his battalion presented him with a magnificent diamond studded watch as a token of their esteem and appreciation of his courage and fidelity. Chief Swenie also presented him with a gold medal; the event was celebrated with much enthusiasm, as shown by the comments of the press at the time.

During his twenty-eight years of service Captain Dubach met with not a few serious casualties, being forced through a sidewalk by a falling chimney on Milwaukee Avenue; carried down with a falling roof on Lake Street, and buried under debris at a fire in the Armour Packing House. He also had many gallant

rescues to his credit, accomplished at the risk of life and limb. The "great fire" of October, 1871, found him physically exhausted from over-exertion and loss of sleep, through attending two large fires between the Saturday night and Sunday noon preceding. He was about to seek sleep on the night of the memorable Sunday, when the first alarm sounded. His company—Economy No. 8—promptly responded, and was first stationed at the intersection of DeKoven and Jefferson Streets. Thence the engine was ordered to Bohemian Hall on DeKoven Street,, and before the men left that station, the flames had spread over two blocks. They were next sent across the river, with instructions to try to save the gas works on Adams Street, but the intensity of the heat at that point drove them north, first to LaSalle and Madison Streets thence to Washington, and then to Randolph. While standing at this corner the first of a series of explosions occurred in Heath & Milligan's paint works, blowing out the entire front of the building. Had it not been for the gallant conduct of Foreman Dubach and his crew at this juncture, in crawling on hands and knees to uncouple the hose from the hydrant, their engine would have been lost. The Wells Street bridge being on fire, the men crossed to the West Division by Lake Street through most intense heat, proceeded south through Halsted to Twelfth Street, whence they made their way to Clark and Polk, only to be driven back by the flames to Taylor Street. There they made a stand, and saved over 2,000,000 feet of lumber with one stream. Terrace Row on Michigan Avenue was next visited, and at this crisis the water works gave out, and Economy No. 8, was one in a line of four steamers to force water from the lake in a futile effort to save engine house No. 10, on State Street. On Tuesday afternoon the company was permitted to take a brief rest at its quarters, but was soon ordered to take its engine to the rear of the Illinois Central round house on Fourteenth Street, and there water was pumped into the mains until the water works had been repaired. Chief Dubach was married in Chicago, in 1866, to Miss Susan Schroeder, and of ten children born to this union four sons, and three daughters are yet living. Ex-Chief Dubach's death occurred Tuesday, March 19, 1901.

JOHN F. DUBACH.

John F. Dubach, son of Ex-Chief Nicholas Dubach, and pipeman on Engine No. 16, Chicago Fire Department, was born in Chicago, September 16, 1870, and educated in the Webster public and the parochial schools. After leaving school he learned the plumbing trade, at which he worked from 1887 until he joined the Fire Department, December 3, 1894, as pipeman on Engine 16. During part of that time he held the position of Acting Lieutenant. He had a narrow escape at the fire in a bakery at Eighteenth and State Streets. While stand-

ing on a window-sill the floors above dropped down and he had to slide down the ladder, but escaped without injury. Mr. Dubach was married to Miss Elsie Marie Nelson, in Chicago, May 8, 1893, and three children have blessed this union. Mr. Dubach was promoted to Lieutenant October 31, 1904, on Engine No. 50.

OSCAR L. DUDLEY.

To relieve the distressed, to aid the unfortunate, to raise the fallen, to reclaim and rehabilitate the vicious—this is a mission in the discharge of which man, even though weak and erring, exhibits a true spark of the Divine nature. To the worker who has consecrated himself to this sublime task, occasional failure is but renewed incentive; ingratitude proves no discouragement; while his richest reward is found in the thoughts of lives redeemed to virtue and society which, without his patient, self-denying effort, might have been passed in idleness or crime, ending in physical and moral ruin. This is the high aim of the Illinois Manual Training School at Glenwood, of which, for seventeen years, Mr. Oscar L. Dudley, has served as the active and efficient manager.

Mr. Dudley can boast a long and honored New England lineage; being a direct descendant of Thomas Dudley, who, between 1634 and 1651, was four times Governor of Massachusetts Bay Colony. His grandfather was named Stephen and his father John G. The latter, born in New Hampshire, was married in Vermont to Mary C. Townsend. The son of John G. and Mary C. (Townsend) Dudley was born at Troy, Vt., August 2, 1844, but removed to the Northwest at an early age. During the Civil War he served, first in the Sixteenth Wisconsin and after devoting some time to preparing himself for the work, in 1866 opened the Minneapolis Business College, which he successfully conducted for several years. In 1873 he came to Chicago to accept the superintendency of the Illinois Humane Society, and in the discharge of the delicate and trying duties connected with this position for fourteen years has exhibited rare tact and devotion. In 1887, chiefly through his efforts and instrumentality, the Glenwood School was founded, and Mr. Dudley was appointed its General Manager. It is not necessary to repeat here the familiar tale of the great public good which it has accomplished in giving to homeless and dependent boys a moral and manual training, preparing them to lead the lives of upright men and worthy citizens.

In 1894 Mr. Dudley was elected as a Republican to the Thirty-ninth General Assembly from the Second (Chicago) district, serving one term. He was married, December 20, 1866, to Miss Louise C. Edmonds, at Evansville, Wis. Their only child, William E., died at the age of twenty-four years, shortly after graduation from Rush Medical College.

ILLINOIS MANUAL TRAINING SCHOOL FARM.—An institution for the training of de-

pendent boys, organized under an act of March 28, 1895, which was in effect a re-enactment of a statute passed in 1883 and amended in 1885. Its legally defined object is to provide a home and proper training for such boys as may be placed in its charge. Commitments are made by the County Court of Cook and contiguous counties. The school is located at Glenwood, in the county of Cook, 24 miles from Chicago on a rich farm of 300 acres, which was generously donated and deeded to this school in 1889 by Mr. and Mrs. Milton George, of Chicago. The institution was first opened for the reception of inmates at Norwood Park in 1887. Its revenues are derived in part from voluntary contributions, and in part from payment by the counties sending boys to the institution, which payments are fixed by law at \$10 per month for each boy during the time he is actually an inmate. In 1898 nearly one-half of the entire income came from the former source, but the surplus remaining in the treasury at the end of any fiscal year is never large.

The school is under the inspectional control of the State Commissioners of Public Charities, as though it were an institution founded and maintained by the State. The educational curriculum closely follows that of the ordinary grammar school, pupils being trained in eight grades, substantially along the line established in the public schools. In addition a military drill is taught with a view to developing physical strength, prompt obedience, and graceful manly carriage. Since the home was organized there have been received (down to 1903) 4,112 boys. The industrial training given the inmates is both agricultural and mechanical. The institution owning such a good farm and operating well equipped industrial shops for the education of pupils, a fair portion of the boys devote themselves to the learning of trades, and not a few develop into excellent workmen.

One of the purposes of this school is to secure homes for those thought most likely to prove creditable members of respectable households. As a result of this work there are, today, in every State, graduates from this school who are respected and self-respecting citizens. There are farmers, merchants, contractors and doctors who owe their start in life to the Glenwood School. During the seventeen years of its existence, nearly 2,500 boys have been placed in homes, and usually with the most satisfactory results. The legal safe-guards thrown around the ward are of the comprehensive and binding sort, so far as regards the parties who take children from the institution for either adoption or apprenticeship. The welfare of the ward always being the object primarily aimed at, adoption is preferred by the administration to institutional life, and the result usually justifies their judgment. Many of the pupils are returned to their families or friends after a mild course of correctional treatment.

The system of government adopted is analogous to that of the cottage plan employed in many reformatory institutions throughout the country. An administration building stands in the center of the group of structures, each of which has its own individual name, viz.: Clancy Hall, Wallace, Plymouth, Beecher, Pope, Windsor, Lincoln, Sunnyside and Sheridan. While never a suppliant for benefactions, the home has always attracted the attention of philanthropists who are interested in the care of society's waifs. The average annual number of inmates has been about 365.

JOHN FREDERICK EBERHART, LL.D.

John Frederick Eberhart, A.M., LL.D., has been for nearly fifty years a prominent figure in Illinois and Cook County local history, first as a practical educator and later as a successful real-estate operator. Born in Mercer County, Pa., January 21, 1829, his early boyhood was spent on his father's farm until the age of eight years, when his parents removed to Big Bend, Venango County. Here his time was divided between working on the farm and attending school during the winter, until he was sixteen, when he taught his first school, receiving a salary of \$8.50 per month while "boarding round" among the patrons. During the following summer he took special lessons in writing and drawing, thereby qualifying himself for teaching penmanship, which proved a valuable aid in later years in working his way through college. After spending several terms at Cottage Hill Academy, at Ellsworth, Ohio, he entered Allegheny College at Meadville, Pa., graduating July 2, 1853.

While in college Mr. Eberhart supported himself by giving instruction in penmanship and other branches during the spring and fall vacations, and working in the harvest field during the summer, though compelled to eke out his earnings, during a part of the time, by loans from an older brother, which he subsequently repaid with interest. Energetic, studious and ambitious, he took a high rank among more than three hundred fellow-pupils, both as a student and a gymnast, being one of two members of the institution who proved their ability to lift a brass cannon in the arsenal at Meadville weighing 900 pounds. Two days after graduating in 1853, he delivered the Fourth of July oration at Rockland, Pa., winning earnest applause by his oratory from an audience of 7,000 persons, mostly old neighbors and friends. On September 1st, following his graduation, he entered upon duty as Principal of the Seminary at Berlin, Somerset County, Pa. Among his pupils were several who afterwards attained wide distinction, including Rev. H. W. Thomas, for many years pastor of the People's Church, Chicago.

At this time Prof. Eberhart looked upon teaching as his future life-work; but before the close of his second year in the Seminary, acting under the advice of physicians he felt com-

pelled to resign on account of ill-health. Coming west he arrived in Chicago, April 15, 1855, and, after a brief stay, proceeded to Dixon, Ill., where he spent the summer, devoting his time to hunting and fishing, with the result that his health was greatly improved, leading him to adopt a custom of spending a certain portion of each season in out-door life. While at Dixon he devoted a portion of his time to editing "The Dixon Transcript," a local political paper; but not finding this occupation to his taste, soon sold out and spent the following winter in delivering courses of lectures, of ten each, chiefly before institutions of learning, on various scientific subjects, including chemistry, natural philosophy, meteorology and astronomy. Then, after traveling a year in the interest of New York school-book publishers, desiring to re-enter an educational life, he purchased and assumed the publication and editorship of "The Northwestern Home and School Journal" in Chicago, of which he retained the management for three years. During this period he spent much time in lecturing before Teachers' Institutes, many of which he conducted in Illinois and Iowa, besides being employed by Dr. Henry Barnard, then Chancellor of the Wisconsin State University, to conduct Institutes in that State—a work which brought him in intimate contact with many distinguished educators of that time.

In the fall of 1859 Mr. Eberhart entered upon a new and more important field in educational work, having been elected School Commissioner for Cook County, the title of the office being changed soon after to Superintendent of Schools. This position he continued to fill consecutively for a period of ten years. The duties of the office were onerous and at first inadequately paid, the salary amounting to only two dollars per day; yet he made it a point to visit each school in the county at least once a year. Perceiving the want of thoroughly trained teachers, he early began the agitation for the establishment of a County Normal School. In this he was finally successful; and the Board of Supervisors having appropriated the necessary funds, the school was opened at Blue Island, in September, 1867, under the principalship of the late Prof. D. S. Wentworth. Two years later the institution was transferred to Englewood (now within the city limits of Chicago) and, in September, 1870, it took possession of the Normal School Building especially erected for its use, and which it still occupies. For nearly seventeen years (from 1883 to 1899) the institution was under the management of the late Col. Francis W. Parker, who, on his retirement in the latter year to take charge of the Chicago Institute, gave place to Prof. Arnold Tompkins, who still (1904) retains the position of Principal. In the fall of 1899 Mr. Eberhart prepared an extended and exhaustive paper on the history of the Cook County Normal School, which is a most valuable contribution to the history of education in Illinois. So

long as this institution exists it will stand as a monument to his sagacity and foresight as a practical educator and his devotion to the interests which it represents.

Some of Mr. Eberhart's most important work while identified with the cause of education in Cook County, included his participation in the organization of the Illinois State Teachers' Association, whose annual sessions he attended for seventeen consecutive years; the drafting of the State law authorizing the establishment of County Normal Schools; organization of the State Association of School Superintendents, of which he was the first President; the part which he played in securing the location of the State Normal University at Normal, as a member of the American Institute of Instruction and of the National Teachers' Association, of the last of which he was one of the first life-members. He was also actively identified with various other educational and charitable associations, and, while President of the Cook County Board of Education, was an influential factor in securing the introduction of kindergarten work in the Cook County Normal School and in promoting the establishment of "free kindergartens" in the city. The appreciation of his work as Superintendent is indicated in the fact that, while the salary of the office at the beginning of his term in 1859, was only two dollars per day, it had increased, ten years later, to \$5,000 per year.

Among those who received their first certificates as teachers from Professor Eberhart during this period appear such names as Bishop Charles Fowler, Bishop Vincent, the late Miss Frances E. Willard and President Blanchard, of Wheaton College. He was intimately identified in educational work, during this time, with such distinguished educators as Horace Mann, Dr. Newton Bateman, Charles E. Hovey, Dr. Richard Edwards and many more. In his Biennial Report as State Superintendent of Public Instruction for 1867-68, the late Dr. Bateman gave especial credit to Prof. Eberhart and the Board of Supervisors of Cook County, for what had been accomplished in solving the problem of providing competent teachers by the establishment of the Cook County Normal School, of which, after speaking of the school at Blue Island as "the pioneer," Dr. Bateman says: "In thus practically demonstrating the feasibility of this new and most successful mode of increasing the supply of superior teachers, Cook County has rendered the State a very eminent service." The Report also contains, *in extenso*, a report on County Normal Schools read by Prof. Eberhart before the State Association of County School Superintendents held at Aurora, October 13, 1868.

At different times during this period, Dr. Eberhart received tenders of important positions, such as a professorship or the presidency of some of the most prominent educational institutions in the country, but felt compelled to decline in view of the warning he had received

through his early experience as a teacher, as to the effects of such confinement upon his health. After twenty-five years spent in pursuits connected with the cause of education, he turned his attention to operations in real estate in which he has also been quite successful. He was the chief promoter of Norwood Park and Chicago Lawn—until within a few years suburbs, but now part of the City of Chicago—and has handled thousands of lots and acres in Chicago and Cook County, and is today a large land-holder and is out of debt.

On December 25, 1864, Prof. Eberhart was married to Miss Matilda Charity Miller, daughter of Joseph C. and Mercie H. Miller, who were among Chicago's earliest settlers. She was educated in the schools of Aurora and Chicago, and is a lady of marked talent and literary ability.

Reared in a religious family, Mr. Eberhart was for years an attendant upon the preaching of Rev. H. W. Thomas, of the People's Church, who was his pupil in the days of his early experience as a teacher in Pennsylvania. He is also President of the Board of Trustees of the People's Church, and Vice-President of the "School of Life," an institutional organization which is an offspring of the church. His creed, as defined by himself, is brief but comprehensive: "I trust in an All-Wise Creator and Disposer of Events, and I believe in the religion of Jesus Christ, as epitomized in His Sermon on the Mount: 'Whatsoever ye would that men should do to you, do ye even so to them; for this is the law and the prophets.'"

MICHAEL EHRET.

Michael Ehret, Captain of Engine No. 4, was born in Chicago, June 9, 1859, and educated in the Kinzie, Ogden, Scammon and Franklin Schools. Later he worked for his father who was a manufacturer of cigar boxes, but in April, 1880, at the age of twenty-one years, joined the Fire Department as substitute on Chemical Engine No. 4 and Engine 10; was a candidate on Engine 1; transferred to Chemical 4 and later to Engine 11, being finally promoted to Lieutenant, and on January 1, 1887, to Captain and assigned to Engine No. 32. March 31, 1888, he organized Engine Company No. 42, and was assigned to the captaincy of that company; resigned November 31, 1888, and went into the grocery business, but finally sold out and was placed in command of Hose Company No. 1, at Garfield Race Track, in 1890. He took charge of the World's Fair Exposition Depot Hotel fire appliances, in January, 1893, and, on July 18, 1893, was appointed Captain on Engine No. 1 at the World's Fair. On December 11, 1893, he rejoined the Chicago Fire Department as candidate on Truck 26, was promoted to Lieutenant, June 15, 1894; was next transferred to Engine 67; on March 27, 1895, to Engine 26, and on April 5, 1895, to Engine 34; promoted to Captain April 15, 1897, and assigned to Engine 21, and, on May 24, 1898, transferred to Engine

34. In 1904 he is again on duty as Captain on Engine No. 4.

Captain Ehret has had many narrow escapes and close calls; among them being caught among the falling walls at Meyer's Mill and badly bruised; was thrown from the cart in a collision with a grip-car and badly hurt, not to mention numerous other accidents, but like many other brave Chicago firemen, he is hard to kill, and stands ready to answer any call where danger and duty may demand his service. Captain Ehret was married in Chicago to Annie Keyes, June 11, 1884, and six children have been born to them.

EDWARD C. ENTHOF.

Edward C. Enthof, Assistant Engineer on Engine No. 82, Chicago Fire Department, was born in Chicago August 26, 1873, and was educated in the Pickard Public School. After leaving school he learned the steam fitting business in 1889, in which he worked until he joined the Fire Department April 1, 1898. Commenced at the repair shop and was assigned to Engine 82, May 7, 1898, where he still remains ready for any call that may come. He has had many narrow escapes, but has not been severely injured.

JOHN E. ERICSON.

Earnestness of purpose, determined resolution, pluck and perseverance—these are among the recognized characteristics of the Swedish people; and when to these qualities are joined intellect of a high order and a thorough scientific education, no obstacle can successfully stand in the way of the aspirant for success. The career of John E. Ericson, who for nearly eight years has been Chicago's able and efficient City Engineer, may well serve as an apt illustration.

Mr. Ericson was born in Upland, Sweden, October 21, 1858, the son of Andrew and Sophia Ericson. A collegiate course was followed by one at the Royal Polytechnic Institute at Stockholm, from which the young student graduated on April 1, 1880, with distinguished honor. He was at once given an appointment as assistant engineer on the Vasa bridge at Stockholm, but a year later, believing that a wider field and better opportunities awaited him in the United States, he crossed the Atlantic. Nor has he been disappointed. In August of the year of his arrival he was appointed resident engineer of the Toledo, Cincinnati & St. Louis Railroad, and the following year (1882) Hopkins & Company, of St. Louis, made him a flattering offer to enter their service as a bridge designer. From June until March, 1883, he was an assistant engineer on the Illinois and Michigan Canal. After a trip to Europe he entered the Chicago Municipal Engineering Department, in April, 1884, and since that time his ability and fidelity have resulted in his steady and rapid promotion. From the position of draftsman he rose to that of assistant engineer, being

made first engineer on June 1, 1893. In well merited recognition of his skill and integrity, Mayor Harrison, on July 6, 1897, named him City Engineer. In this position he has attained an enviable reputation for capability and fidelity, and many of the important works which he has successfully carried to completion will remain as enduring monuments of his engineering skill. Among these may be named the Fifth Avenue approach to the viaduct, as well as the Lake View, North Shore, and Sixty-eighth Street tunnels. The new addition to the water supply system, embracing the Carter H. Harrison, and the Springfield Avenue and Central Park Pumping Stations were designed and constructed by him. In fact, over fifty per cent. of the present enormous system of water-works of the City of Chicago were constructed under his supervision; also a number of bascule bridges, bearing his name, were designed and constructed under his direction. Meanwhile, Mr. Ericson has also been employed by the city of Seattle, Washington, as Assistant Chief Engineer for the location and designing of a new water works there. He is an honored member of the American Society of Civil Engineers, of the Western Society of Engineers, the Scandinavian Technical Society of Chicago, of which he was the first President, and the Chicago Academy of Sciences, as well as of the Chicago Athletic Association. He is fond of travel, and besides visiting all sections of the United States, as well as British Columbia and the Hawaiian Islands, he has journeyed extensively through Sweden, Germany, Holland, England and Scotland.

On July 11, 1858, Mr. Ericson married Miss Inez Malmgren, in Chicago, who died February 1, 1893, leaving one daughter, Mildred. On June 30, 1896, he was united to Miss Esther Malmgren, of Chicago, sister of his first wife.

JOHN J. EVANS.

John J. Evans, Captain Engine No. 18, Chicago Fire Department, was born in Chicago, March 6, 1856, was educated at the St. John parochial and Haven public schools, and later worked in a planing mill and for a railroad company. December 30, 1880, he joined the Chicago Fire Department as pipeman, and was assigned to Engine No. 6; was next transferred to Engine 1, then to Engine 5; September 1, 1889, was promoted to Lieutenant and assigned to Engine 6; was transferred to Engine No. 18, February 7, 1891; promoted to Captain, July 1, 1891, and transferred to Engine 6; then to Engine 5, January 9, 1896, and to Engine 13, January 2, 1899. In 1904 he is on duty on Engine No. 18. He has had many narrow escapes from death, one of them resulting from an explosion at the fire of the Northwestern Elevator on August 5, 1897. He was in command of Engine 5, and, while blown away from the elevator as the walls fell, was badly injured by the wheat being shot into his face, eyes and body, compelling his removal to the County

Hospital. His hands being protected were not burned as were those of a fireman named Hanley. The latter was thought to be less severely injured than Captain Evans, but blood-poisoning having set in caused his death from lockjaw a few days after the fire. After remaining at the hospital two weeks Captain Evans was removed to his home and finally recovered. Captain Evans had another close call at a fire on South Water Street in July, 1899, when he received an electric shock from the wires suspended over the stairs. The electric current was attracted by his fire-hat, but the rubber sweat-band acted as a non-conductor, thereby saving his life, although he was thrown down two flights of stairs by the shock. In 1889 he fell off the roof of a two-story building and was badly injured, but, after being laid up for two weeks, was on duty again.

He was married in Chicago, January 27, 1881, and three children have been born to them, two of whom are now living, viz.: Mabel and John. Like his brother Chicago firemen, Captain Evans is ever present at his post of duty ready for any call.

WILLIAM FALLON.

William Fallon (deceased), Veteran Yardmaster, Union Stock Yards, Chicago, and President of Board of Education, Town of Lake, was born on a farm in Mooers, Clinton County, N. Y., November 17, 1837; was educated in the district schools and worked on his father's farm until he attained his seventeenth year, when he went to Sudbury, Rutland County, Vt., and entered the service of James K. Hyde, the owner of a large summer hotel, which he superintended until 1860. Then, taking Horace Greeley's advice, he came west "to grow up with the country," locating near Fort Dodge, Iowa, with William Hodges, whose interests in conjunction with those of his brother Samuel, he later bought out. In 1862 he came to Chicago and entered the service of John B. Sherman, ex-President of the Union Stock Yards & Transit Company, who was then running the old Myrick Yards at Thirtieth Street and Cottage Grove Avenue. For several years Mr. Fallon had charge of the feeding department of the yards, and when the Union Stock Yards were opened, he was made Yardmaster of the Northwestern Division, subsequently being promoted to the position of Division Superintendent, serving until 1886, when he began brick manufacturing and contracting. In 1876 Mr. Fallon was elected to the old School Board of District No. 2, then comprising the greater part of Lake Township, and served until the annexation of the Town of Lake to Chicago in 1889. As President of the Board for many years, he did much toward developing the school system of the town, and the Fallon School, at Wallace and Forty-second Streets, was named after him in appreciation of his valuable services. He was also one of the organizers and, for many years, President of

the Free Home Building Loan and Homestead Association, one of the most substantial financial concerns in the Stock Yards District.

Few men have been more prominently identified with Town of Lake affairs than William Fallon. For many years he took an active part in local politics and in 1884, when Thomas Gahan was elected Supervisor, he refused the nomination which was tantamount to an election. Mr. Fallon was married in Chicago, in 1875, to Miss Mary Jane Haslett, and six children have been the result of this union. Mr. Fallon passed away at his home, Union Avenue and Forty-fourth Street, July 3, 1897. As one of the pioneers who did his full part towards the development of his section of the country, he was held in high esteem by a large circle of relatives and friends.

JAMES W. FARRELL.

James W. Farrell, live-stock dealer and farmer, was born in County Meath, Ireland, December 7, 1847, the son of Patrick and Catharine (Riley) Farrell. He came to America with his parents in 1850, arriving May 1st of that year and settling at Waukegan, Ill. After arriving at years of maturity he engaged in farming, and has shipped live-stock to the Union Stock Yards for the past twenty-five years. His father died in 1879, and his mother in 1893. Mr. Farrell has lived in Lake County for fifty years, and has witnessed the growth of Lake and Cook Counties from the condition of a pioneer settlement up to the present time, when the population numbers between two and three million. In his business experience he has withstood all the panics, never having made a failure, and has always paid one hundred cents on the dollar. He came to this region before there were any railroads, driving an ox-team to Chicago to secure supplies, later driving his live-stock to the same place to find a market. Mr. Farrell was married June 12, 1877, at Waukegan, Ill., to Miss Catharine Conley, and they have had seven children, of whom five are now living.

CHARLES B. FARWELL.

Charles Benjamin Farwell, merchant and United States Senator, was born at Painted Post, N. Y., July 1, 1823, the son of Henry and Nancy Farwell, and until twenty years of age, lived with his parents. After passing through the primary schools, he entered the academy at Elmira, N. Y., where he took a course in surveying. In 1838 he came to Illinois with his father, who located upon a farm in Ogle County, and there gave his attention for several years alternately to farming and surveying, which out-door exercise gave him, during his growing manhood, the robust constitution which fitted him for the arduous duties of his later life. On January 10, 1844, Mr. Farwell came to Chicago, where he obtained a position as deputy in the office of George R. Davis, County Clerk of Cook County, during a part of the time

performing the duties of his chief, who was incapacitated for active service by illness.

Mr. Farwell remained in the County Clerk's office until the spring of 1846, when Capt. J. B. F. Russell offered him a clerkship in his real-estate office, which he accepted. In 1849 he was engaged as corresponding clerk in the banking house of George Smith, and was afterwards promoted to the position of chief teller, remaining there four years. In 1853 he was elected County Clerk by a large majority over his opponent, Dr. E. S. Kimberly, at the end of his term in 1857, being re-elected, but retiring at the close of his second term in 1861. His administration of the office was marked by ability and efficiency, and while he held it, he reorganized the entire system of keeping the county records. For the next six years he devoted himself exclusively to his private business, engaging in the real-estate business until 1865, when he purchased an interest in what is now the J. V. Farwell Company, to which he afterward gave his attention more or less up to the date of his death. In 1867 Governor Oglesby appointed him a member of the first State Board for the Equalization of Taxes, and he bore his part in the preliminary work upon which, as a basis, the operations of all subsequent Equalization Boards have been conducted. In 1867 he was elected a member of the Board of Supervisors of Cook County, and was made Chairman of the Board. During his term of office the new wings were added to the old court house, which was destroyed by fire in 1871.

In 1870 Mr. Farwell was nominated as the Republican candidate for Congress from the First District and was elected by a majority of 5,300 over his Democratic opponent, was re-elected under a reapportionment for the Third District in 1872, and again a candidate in 1874, received the certificate of election, but a Democratic majority in the Congress of 1875-76 resulted in the seating of his Democratic opponent, Mr. Le Moynes, near the close of the session. In 1880 Mr. Farwell was again a candidate for Congress and was elected, thus serving in that body three full terms and part of a fourth. In 1887, after the death of United States Senator John A. Logan in December previous, Mr. Farwell was elected to the vacancy, serving out General Logan's unexpired term of four years. Other prominent political positions held by him include those of Chairman of the Republican State Central Committee for several years, and delegate to the Republican National Conventions of 1876 and 1888.

When not engaged in the discharge of official duties, Mr. Farwell gave his attention to the immense mercantile business of the J. V. Farwell Company, during his latter years being President of the Company. Another enterprise with which he was prominently identified as a member of the J. V. Farwell Company, was the erection of the magnificent State capitol at Austin, Texas, through which the company

came into possession of a vast body of Texas lands, which will go on increasing in value indefinitely. Quiet and unostentatious in manner, Mr. Farwell was a liberal promoter of many local charities, and a generous contributor to the support of Lake Forest University, for a number of years serving as President of the Board of Trustees. He was one of the founders of the Chicago Club, and a member of the Union League and Commercial Clubs.

Mr. Farwell was married October 11, 1852, to Miss Mary E. Smith, of South Williamstown, Mass., and three daughters and one son were born to them. Mr. Farwell's oldest daughter became the wife of Reginald DeKoven; Grace, the second, married Mr. Dudley Winston; and Rose, the youngest, on the day of her graduation from Lake Forest University, became the bride of Hobart Chatfield Chatfield-Taylor. Walter Farwell, the son, is associated with the J. V. Farwell Company, at the present time being Vice-President of the company. Mr. Farwell died at his home at Lake Forest, September 23, 1903.

JOHN VILLIERS FARWELL.

John V. Farwell, known throughout two continents as a merchant prince and Christian philanthropist, was born in Campbelltown, Steuben County, N. Y., July 25, 1825. On the paternal side he traces his ancestry back to Richard Farwell of England, who flourished about 1620, and he is in the eighth generation in lineal descent from Henry Farwell, one of the incorporators of the town of Concord, Mass. In 1838 his father removed from New York to Ogle County, Ill., bringing his family with him. There the lad passed his boyhood, working hard upon the home farm and in the winter months attending the district school. A brief course at Mount Morris Seminary completed his scholastic training and laid the foundation of a good business education. Young Farwell's means were slender, and during his attendance at the seminary he boarded himself. It may be readily believed, therefore, that he fully prized such advantages as he enjoyed, and improved them to the utmost.

In 1845, being then a mere stripling of twenty years, Mr. Farwell left home to make his own way in the world, his first objective point being the then straggling, struggling, but always ambitious city of Chicago. He arrived there with a cash capital of three dollars and twenty-five cents, but at the same time possessing resources more valuable than gold,—good health, keen intelligence, high principle and resolute purpose. Little did he then dream of the future in store for him in the commercial and financial world, or the important part that he was destined to play in Chicago's economic and sociological history. He first found employment in the office of the City Clerk at a salary of twelve dollars per month, to which compensation was added the privilege of reporting the meetings of the Council, for

which service he was to receive the stipend of two dollars for each report furnished. Fortunately for himself and for the cause of commerce, his fidelity to truth gave offense to some of the city fathers, and led to his surrender of his position. For a year thereafter he worked for the dry-goods house of Hamilton & White, his monthly compensation being eight dollars. He next accepted an offer of \$250 per annum from Hamlin & Day, and later became a book-keeper for Wadsworth & Phelps, at a salary of fifty dollars per month. In 1851 he was admitted into partnership with his employers, the firm at that time doing a business of \$100,000 per annum. Largely through his efforts a large wholesale trade was rapidly built up. The firm passed through various changes until 1865, when the style of the firm became J. V. Farwell & Company, the sales of the house at that time exceeding \$10,000,000 annually. In 1891 an incorporation was formed under the name of the J. V. Farwell Co.

The outbreak of the rebellion in 1861 stirred Mr. Farwell's patriotic spirit to its depths. He had already been president of the Young Men's Christian Association for two years, and was then chosen chief executive officer of the Chicago branch of the Christian Commission, to whose funds, as well as to those of the Sanitary Commission, he was a constant and liberal contributor. Being second Vice-President of the Board of Trade at the commencement of the war, he took an especially prominent and active part in the organization of the "First Board of Trade Regiment," which was equipped through private subscriptions at an outlay of \$40,000. He was ever a warm and generous friend to the soldiers' families, subscribing liberally to every public movement having for its object their maintenance and relief, accomplishing not a little in the way of unostentatious private beneficence.

Apart from his enormous mercantile business Mr. Farwell has been identified with other enterprises of great magnitude. Among these may be mentioned the erection of the Texas State House, at Austin. The Farwell Brothers, John V. and Charles B., undertook this great work, in consideration of a grant of 3,000,000 acres of land in the famous "Pan-Handle" of that State, and completed the work two years in advance of the time specified in their contract. Such an achievement may be rightly called stupendous, when the size and character of the building are considered. It stands in the form of a Greek cross, having an extreme frontage of 600x288 feet, and is constructed of granite and iron. Competent judges have pronounced it one of the finest structures of its class on the continent.

Although singularly well equipped for public life, and an ardent Republican in politics, Mr. Farwell has preferred the tranquillity of private life to the excitement and turmoil inseparable from office. In 1864, however, he enjoyed the distinction of being one of the

Presidential Electors who voted for Abraham Lincoln, and in 1869 accepted from President Grant an appointment on the Board of Indian Commissioners.

Mr. Farwell is a man of deep religious convictions and earnest Christian life, contributing generously to the cause of evangelical religion, alike of his time, his energy and his means. Denominationally he is a Presbyterian, being a ruling elder in his home church, yet his charity is broad and comprehensive. His interest in the work of the late Dwight L. Moody dates from the commencement of the career of that great evangelist, and between the two men existed a warm personal friendship. In fact, it was Mr. Moody who, when a new building was erected for the use and occupancy of the Young Men's Christian Association, suggested naming it Farwell Hall, by which cognomen it was known until converted to purposes of trade.

In private life Mr. Farwell is genial, social and hospitable. He is a member of the Union League Club, of the Chicago Historical Society and of the Art Institute. His home is a beautiful one, yet exemplifies his own aversion to ostentatious display. He has been twice married; first, in 1849, to Miss Abigail G. Taylor, of Ogle County, Ill., and three years after her death to Miss Emerette C. Cooley, of Hartford, Conn. The fruit of the first union was one daughter, and of the second a daughter and three sons: John V., Jr., Frank Cooley and Arthur Lincoln. All the sons are connected with the J. V. Farwell Company, John V. being Treasurer and General Manager, Frank C. at the head of the credit department, and Arthur L. connected with the buying branch of the business.

MARSHALL FIELD.

The career of this eminent merchant and capitalist furnishes no exception to the rule that comparatively few of the pre-eminently successful men have achieved their triumph without the spur of early necessity to stimulate their efforts. Born in Conway, Mass., in 1835, he passed his boyhood on a farm, and attended the country schools and the town academy of half a century ago. He early developed, however, a disposition toward more active pursuits and a closer, broader intercourse with the world than was offered by a life devoted to agriculture. While yet a boy he manifested a predilection for commerce, and, at the age of seventeen, began his mercantile career as clerk in a dry-goods store at Pittsfield in his native State. It may be safely assumed that his first employer was far from perceiving in the raw country lad, whom he received as a junior assistant, the future millionaire and merchant prince of the great Western metropolis.

After four years spent in Pittsfield, Mr. Field determined to try his fortune in what was then regarded as the "Far West." In 1856 he

made the journey to Chicago, and here first obtained employment with Cooley, Wadsworth & Company, where he exhibited such rare, innate business capability that, in 1860, he was taken into partnership, the style of the firm becoming Cooley, Farwell & Company, which was later changed to Farwell, Field & Company. On the dissolution of the last named firm in 1865, the business was carried on by its successor, Field, Palmer & Leiter. Two years later Mr. Palmer withdrew, and the famous firm of Field, Leiter & Company came into existence in 1867. In 1881 Mr. Leiter severed his connection with this concern, and, for nearly twenty years, Marshall Field & Company has been the style of the firm, a cognomen known and respected in every quarter of the civilized world. Under its present judicious, far-seeing management the business of the house has steadily grown. Before the fire of 1871 the volume of sales did not exceed \$12,000,000 annually; it has now reached over \$40,000,000. Such a record is phenomenal, even in a city famed for the rapid growth of its solid, far-reaching commercial enterprises.

Despite the weighty business cares which have necessarily engrossed much of his time and thought, Mr. Field has found leisure and inclination for the patronage and advancement of many projects looking to the public welfare, at the same time showing rare discrimination in the bestowal of his benefactions. To the Chicago University he has donated a part of its original site, \$100,000 in cash and a tract of land for athletic sports. He is also the founder of the Field Columbian Museum, located in Jackson Park, Chicago, the removal of which to extensive buildings to be erected on Lake Front Park is contemplated at an early day. It has been through Mr. Field's continued munificence that the Museum has already attained high rank among the scientific institutions of the world.

In addition to his mercantile enterprise, Mr. Field has other extensive financial interests. He is a director in the Pullman Palace Car Company; the Chicago, Rock Island & Pacific Railway Company; Chicago & Northwestern Railroad Company, and other important enterprises.

RICHARD FITZGERALD.

Richard Fitzgerald, Vice-President and General Manager Chicago Junction Railway, Chicago, was born in Xenia, Ohio, in September, 1857; was educated in the district and public schools, and after leaving school learned telegraphy and came to Chicago, where he engaged in business for a time at the Union Stock Yards, later being appointed freight agent for the Chicago, Milwaukee & St. Paul Railway Company, remaining there several years. He then took charge of the railroad transit department of the Union Stock Yards & Transit Company, when it was organized in 1893, remaining in that position until January 1, 1898, when he was appointed General Super-

intendent of the Chicago Junction Railway Company, continuing to serve in that capacity until January 1, 1900, when he was elected Vice-President of the company, thus holding the position of Vice-President and General Superintendent at the same time. Although still a young man, Mr. Fitzgerald has obtained his present responsible position by close attention to his many duties, and by his friendly and genial temperament has won the esteem and friendship of those with whom he is associated. He was married to Miss Gertrude Newcomer in Shannon, Ill., and two children have blessed this union.

JOHN FITZPATRICK.

John Fitzpatrick, operator Fire Alarm and Police Telegraph, Englewood Station, was born in County Meath, Ireland, March 25, 1849; attended the public schools until he was eleven years old, when, in 1860, he commenced work as a messenger boy for the Magnetic Telegraph Company, 43 Wall Street, New York. This company was later united with the New York, Boston & Albany Telegraph Company, and still later with the American Telegraph Company, 21 Wall Street. He was the first messenger boy at the old Stock Exchange Building in 1861 at Beaver & Williams Streets, until the company was consolidated with the Western Union Telegraph Company, in 1862. During the draft riots of 1863 he worked all night carrying messages; was promoted to operator in 1865, when sixteen years of age, remaining with the company until April 1, 1866, when he came to Chicago and worked as telegraph operator, car-accountant, train-dispatcher and assistant train-master for the Chicago & Alton Railroad Company, until December, 1876. He commenced work for the City of Chicago, January 1, 1877, and upon examination was appointed operator at Fire Alarm and Police Telegraph headquarters, where he has since remained until transferred to Englewood Station. By close attention to his business and kind, pleasant ways, he has won a host of friends. Mr. Fitzpatrick was married in Chicago, June 21, 1878, to Miss Anastasia Healy, and nine children have blessed their union, seven of whom are now living.

JAMES W. FITZSIMONS.

James W. Fitzsimons, Superintendent of Repairs, Police Department, was born in Lansingburg, N. Y., October 7, 1853, came to Chicago in June, 1859, and attended the Washington public school and St. Patrick's Academy. After leaving school he learned the trade of carriage blacksmith with Coen & Ten Broeke, remaining with them sixteen years, later organizing the firm of Wallin & Fitzsimons for the manufacture of carriages and wagons, remaining in the business twelve years. He was appointed Superintendent of Repairs of the Police Department, December, 1898. He was a member of the Thirty-ninth General Assembly in 1894-95.

He is a member of the Knights of Pythias Lodge, Golden Rule, No. 325, Chief Ranger Marquette Court No. 13, Catholic Foresters, Division No. 11, Ancient Order of Hibernians and Arcon Conclave No. 683, Improved Order of Heptisaphs. Mr. Fitzsimons has been a resident of Chicago for nearly fifty years, and during all of his business life has been actively engaged in helping to build up the business interests of Chicago.

Mr. Fitzsimons was married to Miss Mary Sweeney, in Chicago, August 28, 1898. At the present time (1904) Mr. Fitzsimons is a member of the firm of Wallin & Fitzsimons.

The first repair shops for the Police Department (with which Mr. Fitzsimons has been connected) were located on the corner of Union and Eagle Streets, in 1883, and remained there until 1896, when they were removed to the new works located on Ashland, south of Blue Island Avenue, the building having a frontage of 60 feet by 180 feet in depth; steam heat is obtained from the Water-Works repair shop, and the blast from the West Side Pumping Station. All of the buggies, patrol wagons, ambulances, Bridewell omnibus, dog pound wagons and patrol boxes are built, repaired and painted at these works, and all harnesses are made and repaired there, also tin and stone work. Fifty buggies are in constant use by the officials of the Police Department, fifty-two wagons, nine ambulances, three dog pound wagons, one Bridewell omnibus and five supply wagons are in use by the department. The total force required at these works consists of twenty-one men.

FRANCIS JULIUS FITZWILLIAM.

Francis J. Fitzwilliam (deceased), soldier and merchant, was born at Bainbridge, Ohio, July 11, 1840, the oldest child of Mr. and Mrs. William M. Fitzwilliam, and a lineal descendant of Earl William Wentworth Fitzwilliam of England. His great-grandfather came to America and settled near Washington, Pa., where some of his descendants still reside, while representatives of a later generation settled in Ross County, Ohio. The subject of this sketch was early inspired to secure an education and learn the details of a merchant's busy life like that of his father before him. He attended the district school of his native village until about fourteen years of age, when he was sent by his father to assist in establishing a branch store. The skill and courage exhibited while still a youth in making long journeys on horseback for the purpose of making collections for his father, gave evidence of traits of character which were manifest in his future life.

After leaving the district school, Mr. Fitzwilliam entered Union Academy in his native village, where he prepared himself for a college course, upon which he entered in 1859 at the Wesleyan University, Delaware, Ohio. In common with multitudes of the young men of the time he left college in 1861 to enter upon the

more arduous duties of a soldier, enlisting and being mustered in Company G, Thirty-third Regiment, Ohio Volunteer Infantry, in which he became First Lieutenant, under command of Colonel Sill. During the previous winter and spring he had been undergoing the process of drilling as a member of the "Olentangy Grays," made up of college students organized with a view to training for the soldier life, which eventually came to nearly all the members of the organization. Mr. Fitzwilliam continued to discharge the duties of First Lieutenant of his company until honorably discharged, October 15, 1864, after serving the full period of his enlistment of three years. On March 15, 1864, he was tendered promotion to a captaincy, but declined to be mustered in under commission as such, for the reason that it would have bound him to the service for another "three years or during the war."

Early in 1862 the Thirty-third Ohio crossed the Ohio River at Maysville, Ky., and uniting with the Forty-second Ohio, then under command of Col. James A. Garfield, joined in the memorable campaign under General Nelson against Humphrey Marshall, who, at the head of a rebel force, had entered Eastern Kentucky through the Cumberland Mountains and was devastating that portion of the State. Marching by way of Flemingsburg, the Thirty-third met the main command at Prestonburg. Marshall was defeated and driven out of Kentucky, soon after which the Thirty-third Ohio descended the Big Sandy and, at its mouth, took transports down the Ohio to Louisville, where it became a part of the division under command of Gen. O. M. Mitchell of the Army of the Ohio. On the reorganization of the army, the Thirty-third Ohio was attached to the First Brigade, First Division of the Fourteenth Army Corps, so remaining, it is believed, during the entire period of Lieutenant Fitzwilliam's service. Among the various battles, sieges and campaigns in which he and his command participated may be mentioned the following: Bridgeport and Fort McCook, Ala.; Perryville, Stone River and Hoover's Gap, Chickamauga, Lookout Mountain, Missionary Ridge, Rocky Face Ridge, Buzzard's Roost, Dug Gap, Resaca, Cassville, New Hope Church, Kenesaw Mountain, Peach Tree Creek, Siege of Atlanta and Jonesboro. In all of these he not only took part in obedience to orders, but won the commendation of his superiors and the love and esteem of his companions in arms.

Captain Fitzwilliam was a charming narrator of interesting events and scenes connected with his army life, drawing pictures so vivid and inspiring, that even those without actual experience in war were wont to feel as if they were in the field with him. It was one of his greatest pleasures to turn aside from the duties and responsibilities of business and join his former comrades in recalling reminiscences of the war period and commemorating, in the State and National Encampments, the deeds

and patriotism of their associates in arms. In a memorandum, filed with the George H. Thomas Post, G. A. R., after coming to Chicago, Captain Fitzwilliam makes mention of a number of events connected with his army life, including the pursuit under General Nelson of Humphrey Marshall through the Mountains of Eastern Kentucky; of the union, as a part of Gen. O. M. Mitchell's Division, with the Army of the Ohio under command of General Buell; of the capture of Huntsville, Ala., in April, 1862, which resulted in securing control of the Memphis & Charleston Railroad, thereby cutting off recruits from reaching Beauregard's army at Shiloh; of the lively experience of his command in defense of Fort McCook, overlooking the Sequatchie Valley, and the race with General Bragg into Kentucky. After the reorganization of the Army of the Ohio at Louisville, Captain Fitzwilliam served for a time as Aid-de-Camp and Assistant Adjutant-General on the staff of Col. L. A. Harris, of the Second Ohio, as Acting Brigadier-General, and held this position during the battles of Perryville and Stone River; and also had the unique experience of taking part in the battle of Lookout Mountain and the assault on Missionary Ridge.

After retiring from military service, Captain Fitzwilliam decided to re-enter mercantile life, locating at Bloomington, Ill., in 1866, where he established what was then the largest dry-goods house in Central Illinois, under the firm name of Fitzwilliam & Sons. In 1892, having sold out this establishment, he organized the National Home Building & Loan Association of Bloomington, of which he became President and which, under his administration, became the largest financial association of its kind in the State. In January, 1896, he resigned the Presidency of this association with a view to entering upon the quiet of a retired life, which he had so richly earned.

In 1866 Captain Fitzwilliam married Miss Lucretia Mott Read, of New London, Ohio, a most estimable woman, who died April 23, 1893. Of this union were born two sons and two daughters. On June 23, 1896, he married Miss Sarah E. Raymond, of Boston, Mass., who had previously been Superintendent of Schools for the City of Bloomington,—a position which she held for eighteen consecutive years, and, being the first City Superintendent of Schools in the United States.

During his residence in Bloomington, Captain Fitzwilliam was a member of the Methodist Episcopal Church for nearly twenty years, was Superintendent of its Sabbath school for fourteen years, and contributed liberally, but never ostentatiously, to the support of the church and charitable objects. He founded a mission church in honor of his deceased wife, which was named the "Lucretia Chapel," which still stands as a worthy monument, not only to the revered woman in whose memory it was erected, but of the practical Christian life of its founder. A brave soldier, a successful

business man, a loving father and a good citizen, in the truest sense of the word, he lived the life which he professed. Always courteous and genial, he made all who came within his magnetic influence feel that he was a man to be implicitly trusted and respected.

In April, 1897, Mr. and Mrs. Fitzwilliam removed to the City of Chicago, taking up their residence on Vincennes Avenue, where they identified themselves with the social, religious and intellectual interests surrounding them, and established a home which became an attractive center for lovers of art and the cultivated and refined of the community. In Chicago Captain Fitzwilliam became a member of the George H. Thomas Post, G. A. R.; the Loyal Legion, composed of commissioned officers of the Civil War; Kenwood Social Club, the Ellessly Golf Club and the Hyde Park Baptist Church. Here they had looked forward to a period of quiet leisure and happy contentment in each other's society before age should bring on its added burdens. These bright anticipations were doomed to disappointment, however, for on December 23, 1899, Captain Fitzwilliam passed away, leaving behind him the memory of a devoted father, a faithful husband and a true patriot. Peacefully, honorably, he met and discharged all life's duties; honored and beloved he passed away sincerely mourned by all who knew him.

HENRY FLENTGE.

Henry Flentge, section railway foreman, Des Plaines, Ill., was born in Germany in 1842, but came to America in boyhood and was educated in DesPlaines, Cook County, Ill. At the age of seventeen years he entered into the employment of the Chicago & Northwestern Railroad Company, and has been foreman of the DesPlaines section for a period of thirty-seven years, being one of the oldest employes in the service of that company. His long service is an evidence of the estimation in which he is held as an employe and a man, by one of the oldest and most important railway companies in the West. By dint of industry and economy he has built and paid for a handsome home on the corner of DesPlaines Avenue and Miner Street, DesPlaines. In 1869 Mr. Flentge was married to Augusta Hilderbrandt of Elk Grove, Ill., and has seven children: Hattie, Gertie, Clara, Mamie, Elsie, Katie and Artie. He is a Lutheran in religious belief and a Republican in politics.

FRANK B. FLYNN.

Frank B. Flynn, Chief Engineer, Department of Electricity, Chicago, was born in Malden, Mass., December 25, 1853, and came to Chicago, April 15, 1865, which was the day after Abraham Lincoln's death by assassination. Here he attended the Kinzie public school for two years, then learned his trade with Crane Brothers, after which he was employed by them, remaining in all seven years. From January,

1872, he worked for Owens Brothers for one and a half years, until he joined the Chicago Fire Department, in March, 1874, on Engine No. 13; in August, 1874, was promoted to Assistant Engineer, remaining five years, when he was promoted to Engineer and assigned to Engine 30; in 1880 was transferred to Engine 4, remaining four years; was then transferred to Engine 27, remaining two years, when he resigned and went into the employ of Prof. John B. Barrett, starting the first electric street lighting system ever owned by the City of Chicago. Until July, 1897, each system had a Chief Engineer and, at that time, Mr. Flynn was appointed Chief Engineer of the Department of Electricity—those in charge of the stations being called Engineers. Mr. Flynn still retains this important position, and has the confidence of his employers and associates. He was a charter member of the Robert Fulton Association, No. 28, National Association of Engineers, of which he was President for two years. He was married in Chicago, June 19, 1878, to Miss Margaret A. Gorman.

JOHN FORTUNE.

To the patient toil, dauntless courage and unwavering faith of her early pioneers, Chicago owes a debt which only the historian of the future can rightly gauge. For decade after decade these brave men worked on and on, standing shoulder to shoulder, to face and overcome unforeseen obstacles, sublimely confident that the city which they were building with so much love and care would some day become the metropolis of which they but imperfectly dreamed. To quote from Dr. Hale: "They looked forward, and not back; up, and not down; and lent a hand." To this class, now rapidly passing away, belonged Mr. John Fortune (now deceased), the wealthy brewer who came to the young straggling, struggling municipality in 1849. His confidence in the future never faltered, and, after half a century, he had the joy of realizing that his faith in Chicago's future was not misplaced. Always generous and public-spirited in his younger days, he bore his full share of the public burden and contributed his full quota toward the civic needs.

Mr. Fortune was born in County Wexford, Ireland, in 1828, a year made memorable by the election of Daniel O'Connell to the British Parliament, being the first Roman Catholic to sit in that body since the days of James II., and his election paving the way for Catholic emancipation. This was an issue in which Mr. Fortune took a deep interest; and it was not without some lingering regret that, in 1845, as an American emigrant, he saw the shores of his native land fade away in the distance. After four years spent in Alexandria, Va., he came to Chicago, where he succeeded well at his trade as a house carpenter. In 1866 he joined his younger brother, Peter, in opening a brewery, and the story of their business success is told

in the biography of his brother, on another page. For years he held the position of Vice-President of the company.

Mr. Fortune's wife's maiden name was Anastasia Dwyer, to whom he was married in 1871, and they became the parents of two sons: William J. and Thomas F. Both are connected with the Fortune Brothers' Brewing Company, the latter as Vice-President and the former holding the position of Secretary of the company.

Mr. John Fortune entered into rest June 15, 1900, and sleeps in Calvary Cemetery. Some idea of the genuine and general appreciation felt by his fellow citizens for his worth as a friend, a citizen and a man, may be gathered from the fact that his funeral cortege was the largest ever seen in the West Division of the city, with the exception of that of the Hon. Carter H. Harrison, Sr.

PETER FORTUNE.

Among the great commercial and industrial enterprises of Chicago which have materially aided in her up-building, the vast brewing interests of the city should not be overlooked. The great Central West and Northwest count among their citizens hundreds of thousands of the sons and daughters of the Rhineland and of far-off Scandinavia, who esteem the foaming mug of King Gambrinus as one of the necessities, rather than one of the luxuries, of life. The enormous output of the Chicago breweries finds a ready outlet, while its quality is second to none. Among the best known of these is that of the Fortune Brothers' Brewing Company, at the head of which stands its President, Mr. Peter Fortune.

Born in Ferns, County Wexford, Ireland, in 1834, the son of John Fortune and Dora Geahan, his wife, he came to America in 1854. Going south from New York, he visited Philadelphia, Baltimore and Washington, and after spending a short time in Virginia, finally settled in Chicago in 1855. For a year he worked in the freight department of the Chicago & Northwestern Railway Company, and then opened a grocery and liquor store at the corner of Polk and Desplaines Streets, subsequently moving to Desplaines and Harrison. In 1866, in connection with his brother John, he established a small brewery, where at first ale and porter were brewed. Later lager beer was substituted for ale, to the great benefit of the business. In 1876 incorporation was secured, Mr. Fortune becoming President and his brother John, Vice-President. The business has steadily grown until the present annual sales exceed 90,000 barrels. To the management of this great business he devotes all his time and energies, no detail escaping his watchful eye.

With one exception, Mr. Fortune has persistently refused all overtures looking to his acceptance of public office, the management of his large personal interests forbidding. In 1886-88, however, he served one term as a Commissioner of Cook County.

His three-score years and ten sit but lightly upon his shoulders. Alert and vigorous in both physical and mental constitution, he seems to be promised yet many years in which to enjoy the fruits of a long life of industry and integrity. He was married at Rockford, Ill., in August, 1874, to Mary Agatha Lacey, the issue of the marriage having been Joanna Fortune and John Leo Fortune.

GEORGE MARSHALL FOX, M. D.

Dr. George Marshall Fox, La Grange, Ill., was born in Wallingford, Rutland County, Vt., of early English and Revolutionary ancestry, the founder of the American branch of his family being Thomas Fox, who came to America from England about 1835, and settled at Cambridgeport, Mass. Until his sixteenth year the subject of this sketch worked on his father's farm, attending school during the winter months, when he spent some two years in Burr Seminary. In his eighteenth year he began the study of medicine with his uncle, Dr. John Fox, of Wallingford, completing a regular course at the Medical College at Castleton, Vt., in 1851. This institution was later merged with the Vermont University at Burlington, Vt., of which it now constitutes a part.

Having received his degree in medicine in 1851, in September of that year Dr. Fox came to Illinois and located at what was then known as Brush Hill, now Fullersburg, Dupage County, whither he was followed by his father's family the next spring, and where he at once engaged in active practice. The only other resident physician of this locality dying soon after Dr. Fox's arrival, left the latter a large field for professional work. The country being but sparsely settled, compelled the physician of that day to take long rides, and the territory covered was a large one. This imposed upon Dr. Fox a severe burden at times, but was a part of the training to which the physicians of that period were accustomed, and which assisted in the development of that sturdy character for which many of them were noted.

In 1864 Dr. Fox was appointed Physician in charge of the Cook County Alms-House and Insane Asylum, which then contained about 700 patients, and where, for the next two years, he had sole charge, besides attending to a large private practice. Soon after the Civil War, in connection with his brother Jarvis, he erected the Riverside flour mills at Lyons, Cook County, which they operated for about five years, when his brother having removed to Colorado, Dr. Fox gave his attention exclusively to his profession. In 1875 he removed to La Grange, his present place of residence, where he continued in active practice until 1894, since when he has been partially retired, though devoting a part of his time to professional work. Since the death of the late Dr. N. S. Davis, Dr. Fox ranks as the physician having had the longest practice in Cook County.

Dr. Fox was married in 1857 to Miss Harriet Frances White, and two years later removed to Lyons, where his wife died, leaving two children: Harriet Elizabeth and Mary Frances. In 1863 he married as his second wife Jane Michie, whose parents were among the first settlers in Lyons Township. The second Mrs. Fox died in La Grange in 1894, leaving a family of six children: George Marshall, Margaret Amy, Jane, Laura, Jessie and Charles Marvin. Dr. Fox has a delightful home in La Grange, where he is spending the evening of his days in deserved quiet and in the enjoyment of the society of a large circle of friends.

WILLIAM H. FRIES.

William H. Fries, "Pioneer" Fireman and Pipeman, Engine 56, Chicago Fire Department, was born in Bavaria, Germany, April 1, 1843, and came to America with his parents February 24, 1844. It took ninety-five days to make the voyage to New York. After landing there they came direct to Chicago. Here the subject of this sketch attended the Jones and Dearborn public schools, and after leaving school engaged in the painting business and later became a train boy on the Illinois Central Railroad between Chicago and Cairo. He enlisted in the Fifty-eighth Illinois Volunteer Infantry, February 11, 1862, and was discharged at the expiration of service, February 12, 1865. During the period of his service he took part in various battles from that at Fort Donelson all along the line to Nashville, Tenn. Returning to Chicago he turned the Erie Street float from April, 1865, until he joined the Fire Department, April 1, 1866, on the "Island Queen" (Engine No. 4); as pipeman, was transferred to Engine No. 11, December 31, 1866; to Engine 4, July 1867; to Truck 1, January 1, 1868; and promoted to Assistant Foreman July 1, 1869, after which he was assigned to Truck 3.

At the fire of October 7, 1871, Mr. Fries went to Kaempfer's bird store, and from there to Bateham's mill, working all night and until the afternoon of October 8. He was called out about 8 o'clock in the evening to the corner of DeKoven and Desplaines Streets, and was driven back little by little, until Lincoln Park was reached on Wednesday. He went from there to engine house No. 3, later went to Michigan Avenue near Harrison Street to stop the fire from spreading. He was transferred to Engine 22 as assistant fireman in 1884; to Engine 20 in 1886; to Truck 3, remaining until 1887; was next transferred to Engine 30, remaining until 1891, and later to Truck 21, until his transfer to Engine 56 in 1893, where he still remains ready for any call.

Mr. Fries was married in Chicago, August 28, 1871, to Rosy Schermer, and nine children have been born to them, six of whom are now living.

IRA W. FRYE.

Ira W. Frye, Town Clerk, Palatine, Cook

County, Ill., was born in the Town of Bombay, Franklin County, N. Y., in 1840, the son of Abiel and Sarah Frye, and came to Palatine in 1869, where he is now conducting a livery business. On July 3, 1866, he was married in the city of Chicago, to Mary Lewis, and has a family of three children, named Fred H., Alma R. and Charles L. Mr. Frye is a Republican in politics, and was elected Town Clerk of Palatine Township in 1883, a position which he continued to hold until 1892, when he was elected Collector of Palatine Township, which position he still retains.

JOHN J. FUREY.

John J. Furey, Engineer of Engine 10, Chicago Fire Department, was born in Janesville, Wis., May 1, 1861, and was educated in the public and Catholic schools. After leaving school he came to Chicago and commenced work for the Chicago & Northwestern Railroad Company as fireman and, after five years, was promoted to engineer, serving in that capacity for eight years. He joined the Chicago Fire Department December 31, 1895, on Engine No. 1, was transferred to Engine 32, and went as candidate on Engine 19, in March 1896; was promoted to Engineer and assigned to Engine 74, October 9, 1897; transferred to Engine 62, March, 1899; and to Engine 10, July, 1899. He has never been seriously injured, but is always prompt to respond to any call to duty.

GEORGE H. FURNALD.

George H. Fernald, Captain of Fire Insurance Patrol No. 6, was born October 27, 1850, at Lowell, Mass; came to Chicago in May, 1855, and was educated in the Scammon and Skinner schools. After leaving school he learned the mason's trade. May 1, 1878, he joined the Fire Patrol, and was assigned to Patrol No. 1. He resigned in June, 1880, and went to Colorado, but returning in November, 1880, again joined Fire Patrol No. 1. This post he resigned in June, 1881, and went into business for himself. November, 1885, he joined Fire Patrol No. 2, where he remained until January 1, 1887, when he was transferred to Patrol No. 1; was promoted to Lieutenant and then to Captain, serving until December 1, 1896, when he was transferred to Patrol No. 6. He never has suffered any very serious accidents, but has had many narrow escapes, among them one at a fire in the basement at Knight & Leonard's on Madison Street, when the debris fell through from the upper stories, and several firemen were severely injured, among them J. A. Hume and Augustus Borgmenki. Fernald, however, escaped without injury. Other perils encountered by him were at the time that A. Papineau, of Patrol No. 1, was killed, and when P. Mulens, Captain of Patrol No. 1, died from inhaling gas at the printing office in rear of Patrol Building No. 1. At the latter all of the company were partially overcome, but recovered. Mr. Fernald was married in Chicago in 1888.



DANIEL WARREN GALE

to Miss Kate Daley. It takes a good Eastern man to make a good Western one, both for pluck, bravery and nerve, and when, in addition to the above good qualities, we add those of a pleasant good-hearted fellow, we find such a one in Captain George H. Furnald.

FREDERICK J. GABRIEL.

Frederick J. Gabriel, Chief Thirteenth Battalion, Chicago Fire Department, was born in Hamburg, Germany, June 30, 1846, emigrated to this country with his parents and came to Chicago in 1851. Here he was educated in the public and in private schools, remaining there until fourteen years old, when he was employed by Rigby & Company (wall paper dealers), 69 Randolph Street. Later he became clerk in a grocery store, and, when eighteen years old, was apprenticed to the cooper trade with Nicholas Michel, on Vedder Street, remaining there until 1865, when he went to Racine, Wis., where he was employed by George Bliss & Company, wholesale and retail bakers and confectioners.

Returning to Chicago, on April 17, 1869, he joined the Fire Department, being assigned to Hook and Ladder Company No. 1, located on LaSalle near Washington Streets. The Fire Department then consisted of fourteen engines and two hook and ladder trucks. He resigned this position September 30, 1871, to become one of the original members (as driver) of the Chicago Fire Insurance Patrol, which was organized October 2, 1871, B. B. Bullwinkle being Captain. Resigning his position in the Fire Department in April, 1872, he worked for a time for his brother, who was a member of the firm of Letz, Gabriel & Company, Desplaines and Carroll Streets, and assisted in putting up the iron fronts of all the prominent buildings erected about that time, viz.: McVicker's Theater; Pike's building, corner of State and Monroe Streets; the buildings of Hale, Ayer & Company, Hall & Kimbark, Philip Conley, the old Board of Trade, and many others.

November 3, 1873, he rejoined the Fire Department as driver on Engine 11, with four horses attached; was transferred May, 1874, to Truck 6 (known as the "Skinner") and promoted to assistant foreman, and, in 1876, was promoted to Captain of the same company. Other transfers included to Engine No. 1, in 1877; to Truck 6, in 1878; to Engine 27, January 10, 1879; to Engine 22, 1880, and to Engine 27, September 5, 1885; he was promoted to Assistant Fire Marshal, with headquarters with Engine No. 4, remaining there until the annexation of Lake View to Chicago (September 7, 1889), when he was assigned to the command of that district, known as the Thirteenth Battalion, comprising an area of six miles long and from the river to the lake, having seven engines, three trucks and three chemicals in his control. While the district is not as closely built up as some others, this condition is counterbalanced by its extent territorially; and,

this requires a degree of watchfulness which is evidenced by the freedom from disastrous fires. As a consequence the losses are smaller than in almost any other district in Chicago, which is in keeping with the Marshal's excellent record.

At the fire of October 8, 1871, Chief Gabriel was driver for the patrol wagon that carried a load of powder to Madison Street bridge. He told Captain Bullwinkle that it was getting too hot, and therefore had to retreat to the Court House, where the powder was stored in the vault, and found "O. K." when the vault was opened after the fire. The most important fire in his district was when the power house on Evanston Avenue was burned. He handled it skilfully. He has had one of his legs broken twice, first at Vedder and Halsted Street; when, in consequence of a collision with Hook and Ladder wagon No. 10, he was thrown from his seat, his truck passing over him, and the second time in a runaway accident. His promotions have been made on the merits of his work, and his record stands as that of a plucky, skilful and courageous fire fighter.

Chief Gabriel was married in St. Paul's Church, Chicago, October 19, 1874, to Catharine Pauly, and three children have blessed their union, viz.: Frederick, Amanda and Harold—one of whom died at the age of one year and nine months.

DANIEL WARREN GALE.

Daniel W. Gale (deceased), born in Plymouth, Mass., in 1826, was a direct descendant of William Bradford, who was a passenger on the Mayflower to Plymouth Rock in 1620 and became the second Colonial Governor of the Pilgrim Colony. Mr. Gale's father was a ship-owner and house-builder, and his mother was a relative of Governor Winslow. He attended the public schools at Plymouth until fourteen years of age, when he decided to start on an independent career and, much against the wishes of his parents, went to Boston, where he secured employment as a clerk. Subsequently he decided to seek new fields in the West. In 1840, accompanied by his parents, he came to Illinois, where they purchased a farm near Warrenville, Du Page County, remaining there until the land was brought under cultivation.

In 1844 Mr. Gale took up his permanent residence in Chicago, finding his first employment as a clerk with the firm of Siles & Duvand, a year later becoming a traveling salesman for the firm of McGee & High. As facilities for travel were exceedingly primitive in those days, Mr. Gale was obliged to make periodical trips through the Desplaines Valley in a big covered wagon pulled by six horses. Finally becoming tired of this kind of employment, he engaged in the warehouse business with Van O'Linda, which proved very lucrative. Unfortunately, however, a great portion of his profits were consumed in the fire of 1855. Later Mr. Gale became associated with the dry goods

firm of Peck, Keep & Company, which eventually became Harmon, Ayer & Gale. When Mr. Ayer withdrew from the firm the name was changed to Harmon, Gale & Company, and, a short time after, Mr. Gale became the head of the concern, with Mr. Van Wyke as a partner. This association proving unsuccessful, in 1870 the partnership was dissolved and the great fire of the following year entirely destroyed the dry goods establishment.

Becoming interested in California lands Mr. Gale made several trips to that State, but did not take an active part in business, as, notwithstanding the fact that he had twice suffered financial loss by fire, he had been able to save enough money to make him independent. During the latter part of his life he spent considerable time in Plymouth investigating his family history and gathering relics for preservation, and the Chicago Historical Society has received many valuable articles from the Plymouth Colony through his efforts.

Mr. Gale at one time was a member of the Unity Church, but upon removing to the South Side he joined the All Souls' Church, which he attended up to the time of his death. He was a charter member of the Massachusetts Society and was prominent in all patriotic events. Politically he was a Republican and voted that party's ticket at every election. He supported only candidates who were in his opinion worthy of election. In 1857 Mr. Gale was married to Eliza Bowers, daughter of Charles Bowers of California, and she, together with three sons and two daughters survive him. Mr. Gale died April 13, 1896.

STEPHEN F. GALE.

Of the public-spirited citizens and early settlers who have contributed to the present greatness of Chicago, none has been more closely identified with the Western Metropolis than Stephen F. Gale. Born in Exeter, Rockingham County, N. H., March 8, 1812, he comes of an old New England family, an unusual number of whom were men of liberal education and conspicuous in public life in many ways. On the maternal side he was connected with the Easthams, of New Hampshire, who took a prominent part in the Revolutionary War. When about fourteen years of age he went to live with an uncle who was associated with the well known firm of Hillard, Grey & Co., of Boston, where he was employed for the next half dozen years or more, and during that period, by practical devotion to his numerous duties, he learned the book and stationer's business. While lacking the advantage of a thorough school education, he possessed a quick intellect, an inquiring mind, a retentive memory, and patient and studious habits.

After attaining his majority Mr. Gale decided to seek other fields of endeavor, and started West. In September, 1835, he located at Chicago, which at that time, had a name, a military post and a geographical position.

Here he occupied a small tenement on the south side of South Water street, between Clark and La Salle streets, installing therein a stock of law, medical, school and miscellaneous books, together with a stock of blank-books and stationery. To this he added cutlery, wall paper, musical instruments and an assortment of notions. The starting of country schools throughout the State brought a large and increasing demand for educational books, while the trinkets and notions were in no diminished request. In 1839 Mr. Gale published a compilation of the statutes of Illinois, which was the first law book ever published in the State, and was known as "Gale's Statutes." In 1842 Mr. A. H. Burley became associated with Mr. Gale, the firm name being S. F. Gale & Co. In 1845 Mr. Charles Burley purchased the interest of Mr. Gale, when the latter retired from active business life. For five years he was a member of the Volunteer Fire Department, of which he was made chief engineer. When the work of construction on the Illinois and Michigan Canal was suspended on account of lack of funds, he assisted in promoting its resumption. He was one of those who took part in the practical measures which gave the first railroad connection with the Mississippi River. On February 12, 1849, the Aurora Branch Railroad Company (now a part of the Chicago, Burlington & Quincy) was incorporated, Mr. Gale being one of the original incorporators and for a time its President. In November, 1850, the line was completed, and Mr. Gale turned his attention to the extension of the road, which was built from Aurora to Mendota.

Mr. Gale was married to a daughter of Mr. Theophilus W. Smith, one of the Judges of the Supreme Court of Illinois. They had two children, Medora, who became the wife of Colonel William Hale Thompson, formerly of the United States Navy, and Edward F., who is a resident of Massachusetts. In his religious affiliation he is a member of the Unitarian Church. Politically he was a Whig until the Republican party was organized, when he joined its ranks, seeking to promote good government without personal gain. In the early '50s he received the nomination for the Chicago mayoralty, but was obliged to decline the honor in consequence of other and pressing duties. He was an ardent patriot during the war and did good service at the outset in bringing a supply of arms to the State Capital.

HOMER B. GALPIN.

Homer B. Galpin (deceased) was born at Williamstown, Mass., February 2, 1831, the son of Abel and Susan (Mattison) Galpin. Abel Galpin was a fine specimen of the hardy New Englander and a well-known old-time stage-driver, his route extending over the Green Mountains from Wardsboro, to Arlington, Vt., and it is said that during the twenty-two years spent in this occupation, he missed but two trips. The last sixteen years of his life were

spent in Chicago, where he died at the home of his son, Homer B., when eighty-two years of age.

Homer B. Galpin received a common-school education, and his first work was in a woolen factory at North Hoosick, N. Y. At sixteen years of age he entered the afterwards famous reaper factory of Walter A. Woods, at Hoosick Falls, N. Y., where he learned the blacksmith's trade. In 1848 he came West, first seeing Chicago when it was a village of 7,000 people, but shortly after reaching Illinois, located in Lake County, where he was engaged in farming until 1852. During the latter year he came to Chicago, residing in the city for a time and then entering the employment of Squire Thomas Bradwell, the father of Judge James B. Bradwell, who lived at Palatine, Ill.

While living in Palatine Mr. Galpin filled a minor official position, but through the influence of Judge Bradwell, then County Judge of Cook County, he was induced to come to Chicago and was immediately appointed Deputy Sheriff under Antony C. Hesing, at the same time being made bailiff of the County Court. He continued to fill the office of Deputy Sheriff for eighteen years and in 1878, in partnership with Henry McGurran, established a collection and detective agency in Chicago which he conducted until 1880, when he entered the United States Revenue service as Government store-keeper, a position which he filled for two years. In 1882, by appointment of Sheriff Hanchett, he returned to the county service as Deputy Sheriff in connection with the Probate Court, filling this position until 1891, when he received an appointment from Mayor Washburne as City Gas Inspector. Retiring from the last named position when John P. Hopkins became Mayor, he again became Deputy under Sheriff Gilbert, filling this position until the time of his death which occurred July 4, 1900, being known to the courts, the bar, and the public generally as the Deputy Sheriff having had the longest experience in Cook County. Altogether his service as Deputy Sheriff covered a period of more than thirty years, and his acquaintance throughout the county, and his knowledge of county affairs, were probably more extensive than that of any other county official.

In August, 1858, Mr. Galpin was married to Mary J. Cady, of Palatine, Ill., who died in 1863, leaving one daughter, Nellie, wife of William Gager. At Wardsboro, Vt., July 24, 1865, he married Miss Wealthea J. Plimpton, whose father was a prominent citizen of Vermont and a well-known Democratic politician. Two sons were born of this union, viz.: E. Frank and Homer K., who is prominent in Chicago Republican circles. Mr. Galpin was for many years a leading Republican in Chicago, being especially influential in the Twelfth Ward in which he lived.

The Twelfth Ward Republican Club adopted the following resolutions at its annual meeting November 27, 1900:

"Whereas, Homer B. Galpin, long a member of this club, died at his home on the 4th day of July, 1900; and remembering his active and loyal citizenship through the many years of his residence in this ward and city, his neighborly kindness, his frank and upright nature, and those attributes of heart and mind which made him dear to those who knew him.

"Therefore, be it resolved, by the Twelfth Ward Republican Club in its annual meeting assembled, that we record this testimonial in appreciation of our deceased friend and neighbor and sympathy for his sons and family."

Judge Kohlsaat said of him that he had known him for many years and held him in great esteem. His neighbors spoke of him as "one of God's noblemen," a true friend and a good neighbor. He was conservator of many estates, and held other positions of trust and responsibility.

JAMES GARVEY.

James Garvey, Superintendent of the Waterworks Repair Shop, Chicago, was born in Neenah, Wis., July 28, 1864, attended the district schools in that place and the High School in Menasha, Wis., and, after leaving school, went to Oshkosh, Wis., where he served four years learning the trade of machinist, during the last year erecting one of the largest engines in the State at the State Hospital near Oshkosh. Coming to Chicago in January, 1886, he went to work in the Rolling Mills at Bridgeport, remaining one year, then built ice-machines for six months, later worked for George M. Clark & Co. for two years, making tools and dies, and then for the Adams & Westlake Manufacturing Company for four years. In May, 1892, he commenced work for the city of Chicago at the North Side Repair Shop on Ashland Avenue, where he still remains, and has shown to his employers by his strict attention to business, that he is the "right man in the right place." These works, erected in 1896, have an engine capacity of 125-horse power, getting steam from the West Pumping Station. All the repairs for the Water Works, bridges, hydrants and valves, and also new work, are done here, besides the testing of all the meters used by the city, as they have here the best facilities for this class of work west of New York.

MATTHEW GEIS.

Matthew Geis, Lieutenant Engine No. 27, Chicago Fire Department, was born in Chicago, June 14th, 1861. His father Ignatius Geis, was born in Hesse-Darmstadt, Germany, and his mother, Anna (Schulz) Geis, in Chicago. The son was educated in St. Michael's and Newberry schools, and later was fireman on tugboats "Annie L. Smith," "Frank S. Butler," "William L. Ewing" and "Protection."

Mr. Geis joined the Chicago Fire Department May 13, 1882, as assistant engineer on Engine No. 27; was transferred August 7, 1886,

to Engine 4; transferred as pipeman on Engine 11, December 31, 1886; promoted to Lieutenant, December 31, 1889, and assigned to Engine 27; transferred, June 1, 1890, to Engine 55, and on July 5, 1899, to Engine No. 27, where (1904) he is still on duty.

Lieutenant Geis' father was pipeman on Engine "Frank Sherman," located on Dearborn near Washington Street, and was killed June 7, 1865, with J. Strening, while on duty at a fire on South Water Street between Clark and La Salle Streets. First Assistant Marshal Musham was hurt and John Agnew, Fire Warden, was badly crippled at the same fire. His father's brother, John Geis, was killed while on duty with Hook and Ladder Company No. 1, on South Water Street, on May 2, 1867, at a fire in a building occupied as a cheese store by Bogardus Bros.

At a fire on April 1, 1888, at Gibson, Parish & Co.'s on Randolph Street near State, Lieutenant Geis and John Gillespie (now Captain on Engine Company No. 3) were comrades on Engine No. 11, and while on duty on the fourth floor of the building the fire broke out from below. Lieutenant Geis and O'Connell slid down the ladder, but Captain Gillespie, being partly overcome by heat and smoke threw himself from the window and was caught by Lieutenant Geis and his life saved, although he was badly burned. Lieutenant Geis was severely burned on July 3, 1893, at a fire on Sheffield Avenue, and was partially blind for several days, but after recovered. Like other brave firemen of Chicago, he is always ready for any emergency where duty calls him.

JOHN B. GEORGE.

John B. George, for nearly fifty years foreman of one of the most important mechanical departments of the Illinois Central Railroad Company, was born in Syracuse, N. Y., July 12, 1836, the son of George and Martha (Bronger) George. His father was a foundryman by occupation, but later in life, after moving west, became a farmer. The ancestors of the family came from Kent, England, some time during the first quarter of the nineteenth century, settling in New York State.

When the subject of this sketch was about four years of age, he came with his father to Chicago, where he attended the public schools and later became an apprentice of an elder brother in the tin and copper manufacturing business. He remained continuously with this firm for a number of years, finally, before reaching his majority, being entrusted with the foremanship of the shop. Early in 1856 this firm dissolved. Prior to this date it had done much work for the Illinois Central Railroad, which had been in course of construction for some years, being completed from Chicago to Cairo during the year previous. In this way Mr. George had become personally acquainted with the Master Mechanic of the road and, on April

1, 1856, he obtained employment in the Illinois Central shops. Two years later he became Foreman of the tin, copper, sheet-iron and steam-fitting department of the Illinois Central Company, a position which he has held continuously to the present time.

From 1857 until the breaking out of the Civil War, Mr. George had as superior officers Gen. George B. McClellan as Chief Engineer and Vice-President of the Illinois Central Railroad; Gen. N. P. Banks, as a Director, and Gen. Ambrose E. Burnside as Treasurer. General Burnside was Treasurer of the road at the time the farmers bought land from the Illinois Central Company and received corn from them in payment for the land which they bought. He established a shelling station at Burnside Crossing, in Cook County, thus giving name to that place. It is doubtful if any other employee of this great corporation has remained in its service for a longer period—a fact which attests his efficiency and the trust reposed in his management of a department which, in the half-century of the life of the company, has grown to such vast proportions.

During this long period Mr. George has been the originator or inventor of numerous devices and appliances of a labor and money-saving character, which are now in common use and have saved the company many thousands of dollars, besides contributing to the efficiency of the service and the comfort and convenience of the traveling public. Among these may be mentioned a galvanized iron water-bucket, which has taken the place of a very expensive leather bucket formerly in use. The manufacture and use of this new device alone has resulted in a vast saving to the company. Mr. George has also devised a process for the manufacture of an amalgamated babbitt-metal, which can be produced at a cost of about ten cents per pound, taking the place of an article for which the company had been paying as high as sixty cents per pound, and now thousands of tons of the new material is in use on the Illinois Central system. These are examples which illustrate the practical and pecuniary value of Mr. George's service more than any words of mere personal eulogy could do.

Fraternally Mr. George is affiliated with the Order of Ancient Free and Accepted Masons, being a life member of Cleveland Lodge, of Apollo Commandery Knights Templar and the La Fayette Chapter. Politically he has been a life-long member of the Republican party, and in his religious associations an attendant upon the Trinity Episcopal Church.

On November 25, 1857, Mr. George was united in marriage in the city of Chicago to Catherine Griffith, daughter of Owen and Elizabeth Griffith, and they have had three children: Louis Francis, born December 10, 1859, died December 8, 1903; Mattie E., born October 21, 1866, and John G., born July 12, 1872. John G. married Jennie G. Graham, August 18, 1900, and he and his wife reside in Chicago. Mrs. George's



John B. Grange

parents were of Welsh origin and came to Chicago during her early childhood.

Mr. George's long and faithful service with the most extensive corporation associated with the history of Chicago and the State of Illinois has rendered him a conspicuous figure among the veterans in the railway service, and no higher tribute could be paid to his trustworthiness, efficiency and sterling integrity of character, than the confidence which he so deservedly enjoys among Chicago's most prominent business men and the members of the corporation with which he has been so long identified.

MAX GESE.

Max Gese, Alderman Fifth Ward, Blue Island, was born in Prussia, Germany, in 1873, the son of Christian and Minnie (Ames) Gese, both natives of Germany, who came to Blue Island, Ill., with their family in 1884, and have continued to reside there. Since coming to Blue Island, Mr. Gese has been engaged in the manufacture of cigars, and has also devoted his attention to the life insurance business, representing the New York Life Company. June 4, 1901, on the organization of the city government, he was elected a member of the first City Council of Blue Island and was appointed a member of the Judiciary Committee and Chairman of the Committee on Railroads. He is a member of the Congregational Church; of the Liederkrantz Society, which consists of about 100 members and of which he is Vice-President; member and Commander of the local lodge Knights of Pythias; member of the North American Union, and for five or six years has been Secretary of the Cigar Makers' Union. Mr. Gese is one of the active and influential citizens of Blue Island.

HARRY W. GETZ.

Harry W. Getz, formerly live-stock agent Baltimore & Ohio Railroad, was born in Mechanicsburg, Pa., October 12, 1850, and was educated in his native State. At the age of seventeen years he came to Illinois, and for eighteen months was employed in agricultural pursuits in Bureau County, after which he was for two years Deputy Sheriff of that County. He located in Chicago, November, 1870, entering into the employment of the Illinois Central Railroad Company, for a year being clerk in the local freight department, then assistant agent and train-master of the St. Charles Air-Line for fifteen months, after which he was lumber agent for the Road up to November, 1874, when he became associated with the Baltimore & Ohio Railway Company. With the latter road he was at first employed in the City Transfer Department and, in February, 1875, was appointed general Live-Stock Agent for the company at the Union Stock Yards, where he remained until July 1, 1890; was next transferred to the city office as local Freight Agent, and on November 2, 1892, promoted to Superintendent of Terminals, remaining

until December 31, 1897, when he engaged in the coal business with his brother, George F. Getz. Mr. Getz has a large acquaintance and many friends who appreciate his manly and kind ways. He has done his part well to assist in making Chicago the second city in the United States. He was married on January 7, 1883, in the City of Chicago, to Miss Nellie Ives, and one son has been born to them.

CHARLES BROCKWAY GIBSON, B. Sc., M.D.

The ever-growing tendency of the age toward scientific study and research has brought to the front a host of self-styled "scientists," men with no pretension to real learning, whose reverberating sciolism is as empty as their heads. But to the true man of science, the patient student, the tireless, conscientious investigator, whose ripe learning has not been "hid under a bushel" but freely given to the world for its enlightenment and betterment, the twentieth century owes a debt which it is not easy to estimate. It is in this class of teachers, men who follow science into her hidden, unexplored chambers from no self-seeking but in an earnest quest for light and truth, that the future historian will place the eminent chemist and mining engineer above named.

Dr. Gibson was born at Massena, N. Y., on August 6, 1854. He comes of Green Mountain lineage, his grandfather, John Gibson, having been born at Grafton, Vt., and his father, Otis, at Chester, in that State. His mother's maiden name was Chloe Brockway, and his parents were married at Bangor, N. Y. He and a sister, Ida May, were their only children.

Charles B. Gibson received his scientific training at the University of Illinois, the Berlin University and the Royal Mining Academy of Germany. For sixteen years he filled the chair of chemistry in the Chicago College of Physicians and Surgeons and the Chicago College of Dental Surgery, and in 1893, was, by special appointment, Special Commissioner to Germany for the Department of Mines and Mining of the World's Columbian Exposition. The past twenty-five years of his life have been devoted almost wholly to chemistry, mining and metallurgy, and his researches along these lines have won for him an international reputation.

In 1891 he was married to Eva K. Clapp, of Athol, Mass. Her father, Henry Clapp, was born among the Berkshire hills of Massachusetts about 1830, and her mother (maiden name Ann Ely) in Litchfield, Conn. Both parents died in Illinois. Mrs. Gibson's excellent literary work has brought her into prominence among Chicago's cultured people, her efforts entering the fields of fiction, poetry and historical romance.

DECATUR W. GILLEN.

Decatur W. Gillen, Official Reporter Chicago Fire Insurance Patrol, was born in Brooklyn, N. Y., November 9, 1850; had been connected

for three years with the Brooklyn volunteer fire department when it was disbanded in 1869; then joined the Navy in the latter part of the same year, entering upon duty on board the *Sabine*, from which he was transferred to the *Guerriere*, a first-class, full-rigged man-of-war ship of the type of that day. In the early part of 1870, upon the outbreak of the Franco-Prussian war, the fleet was ordered to cruise in the Mediterranean for the purpose of protecting the American merchant marine. One of the vessels of that fleet was the *Delaware*, on which was Lieutenant George Dewey, who at that time was famous for his bravery, his skill as a sailor, his sound judgment and his modest behavior. Mr. Gillen is proud to be able to say that he was once a fellow jack-tar with the immortal Dewey.

Thus, for several years the ex-Brooklyn fireman roamed the world over, filling out his life with scenes of wonder and experiences varied, interesting and exciting. While serving on the Mediterranean fleet it was Mr. Gillen's privilege to travel through Palestine over ground familiar to our Savior, from Bethlehem south to Damascus, by way of the River Jordan and Sea of Galilee, and from Jaffa on the west to the Mountains of Moab on the east, which no other returned to Brooklyn, and in 1875 came west, living for some time at Coldwater, Mich., Elkhart and South Bend, Ind., from the latter city coming to Chicago in 1886, where he has resided ever since. Here he became a member of the Fire Insurance Patrol, where he has occupied the most important position in the department next to that of Superintendent. When its duties are performed faithfully—as in the case of Reporter Gillen—it becomes a necessary and important office, as it includes the compilation, for use of the Board of Fire Underwriters, of all information relating to the amount of property loss by each fire, amount of insurance loss to insurance companies, amount and value of property saved, whether any suspicious circumstances were connected with the fire or with the owners of the property, and a hundred or more items of importance. Dick Gillen, as he is popularly known, furnishes absolutely correct and valuable daily reports, which are sent out by the Board of Underwriters to the insurance companies, and he has a most elaborate system of reports, running through dozens of huge volumes, giving the complete history of every fire from its inception to the amount of loss; and, what is more important, the moral hazard in the history of the owners and tenants of the buildings, thereby furnishing a reliable guide for information in issuing fire insurance. Very few men have had as much, or as varied a career, or seen as much of life as Dick Gillen, or had as many narrow escapes from death, once being caught under a wagon which upset on the way to a fire, breaking his leg. He is also the hero of many rescues, and is well known for his devotion to his comrades and those with whom he is connected, and will

always be found at his post of duty regardless of the danger involved. Mr. Gillen was married to Miss Minnie Swinart, December 25, 1885.

EGBERT W. GILLET.

The successful man is he who chooses his vocation with reference to his natural abilities and inclinations, and adheres strictly to the business of his choice. Among the successful and representative business men of Chicago must be numbered the subject of this sketch, Egbert W. Gillett, born in Dexter, Jefferson County, N. Y., the son of Paul W. and Caroline H. Gillett, both natives of the Empire State. His father died at the age of sixty-three and his mother in her fifty-eighth year, the decease of both occurring in Chicago, to which place they had removed in 1852 from New York State. Much interested in the cause of temperance, his father often lectured on the subject. The business in Chicago, of which Mr. Gillett is the owner (manufacturing and importing of grocers' specialties), was established by his father many years ago.

Arriving in this city with his parents when but three years of age, young Gillett received his early education in the public schools of Chicago and finished at Wheaton College. Having completed his education, he entered business with his father at 257 South Clark Street. They were located at 61 Michigan Avenue at the time of the great fire (October 8, 1871), and their entire plant was swept away. On October 9 they resumed business at 51 West Lake Street, remaining there until the South Side was partially rebuilt, when they removed to Nos. 38 to 44 Michigan Avenue, where they remained eleven years. During that time, in the year 1882, E. W. Gillett became sole proprietor of the business, and in 1887, requiring more room and enlarged facilities, he erected his present store at Nos. 9, 11, 13 and 15 River Street, 67 x 100 feet, six stories and basement, which he now occupies, thus making one of the finest wholesale buildings in that vicinity. He employs in this business about two hundred and fifty hands, and his trade extends all over the United States. In 1887 Mr. Gillett established a factory in Toronto, Ont., located at 32 and 34 West Front Street, to supply his Canadian trade, where he employs a large number of operatives. He also founded the Champion Chemical Works in 1885, located at 38 and 40 Michigan Avenue, Chicago, and is president of the company, which does a large and prosperous chemical business.

He was one of the founders of the Lincoln National Bank and, for several years, a director. He has been a director of the American Exchange National Bank and the Chicago Opera House Company; is a member of the Union League Club, Illinois Club, Washington Park Club, and other prominent clubs, corporations and associations. He has large real estate interests in Chicago, and subdivisions in Ohio to which he gives some attention. His handsome,

large brownstone residence at 3334 Michigan Avenue, Chicago, is in the finest part of the city. In his stables are complete turnouts.

Mr. Gillett is an attendant and trustee of Plymouth Congregational Church; a Trustee of Illinois College, at Jacksonville, Ill. He was married July 25, 1868, and the children of himself and wife are Lillian May and Charley W. Gillett.

FREDERICK GOETZ.

Frederick Goetz, Captain Hook and Ladder Company, No. 16, Chicago Fire Department, was born in Saxony, Germany, September 18, 1851, and attended the schools in his native country until coming to America in 1863. After attending the public schools in the United States, he traveled through different States of the Union and engaged in herding cattle and in logging in the State of Michigan, but later was employed in driving team for his father in Chicago until he joined the Fire Department in May, 1877. Here he served successively on Engines No. 10, 13, 36, Chemical No. 1 and Trucks 2, 4 and 8, until 1885, when the company was organized for the fire-boat "Alpha," upon which he was appointed pipeman. While on duty on the "Alpha" in the lumber district for a period of nine years, he was engaged in fighting all the large fires in that district, including the Ashland Avenue lumber fire, when the deck of the fire-boat was burned off and streams of water had to be turned upon the members of the company as they lay behind the bulwarks for protection against the fire which completely surrounded them. This was the first large fire the "Alpha" fought. It was while still on the "Alpha" in the lumber district in the spring of 1886, that he was promoted to Lieutenant of the Company. During the year just named occurred the Kimball Organ Factory fire, in which he had his right leg broken. About the time of the dedication of the World's Fair grounds in October, 1891, he was promoted to the rank of Captain and transferred to the command of Hook and Ladder Company No. 16, with headquarters in Woodlawn, where he has since remained and where he is still in command. In 1893 Engine No. 73 was located in the quarters of Truck 16, and both companies saw service in all the fires occurring on the Fair Grounds, as well as in the outside adjacent district.

At the time of the memorable Cold Storage fire on the Fair Grounds of July 10, 1893, Captain Goetz was on duty in command of Truck 16 and Engine 73. When the first alarm sounded he was engaged at a fire elsewhere in the vicinity, but being notified by Chief Kenyon of the location of the Fair Grounds conflagration, immediately responded, and leading his men to the roof of the burning building, found the firemen jumping from the tower. With the members of his Engine Company he assisted in removing the men away from the tower to the edge of the roof to be lowered to the ground.

They had rescued five from their perilous position, when the rescuing party were compelled to flee, sliding down their own hose and thus saving their lives. The members of Truck Company 16 raised the ladder to the roof of the burning building on the east side, and Lieutenants Miller and Parker, with the assistance of the members of the company, succeeded in rescuing Capt. John Fitzpatrick with the aid of a rope, but he subsequently died in hospital from wounds which he had received in jumping from the tower to the roof.

Captain Goetz has been in numerous great fires, and has experienced many narrow escapes and participated in many heroic rescues. Among the more important of his experiences were the fires in the Coliseum and the World's Fair Hotels and Department Buildings, and the Manufacturers' Building fire in 1894, when he walked through a hole in the roof and falling a distance of twenty feet upon an iron brace, sustained a broken leg. Captain Goetz was married in Chicago and has had a family of six children, four of whom are now living.

HARVEY L. GOODALL.

Mr. Goodall was born in Lunenburg, Vt., in 1836, and died at his home on Hibbard Avenue, Chicago, March 28, 1900. He came of heroic Vermont stock, being a lineal descendant of that Mrs. Dustin, whose capture by the Indians and subsequent escape in a birch bark canoe after she had slaughtered her captors, forms one of the most thrilling chapters of the history of pioneer days.

Mr. Goodall left his Vermont home while a lad of only sixteen years of age, and making his way to the Maine seacoast, secured employment on a vessel about to sail for Liverpool. From Liverpool he made a tramp journey of some two years over England and the continent, when, returning to Liverpool, he shipped on the "Boston Belle," and after many cruises that were full of adventure, came back to his native land wiser because of his experiences in foreign lands, but none the wealthier.

About this time the cotton-mills were becoming prosperous and offering inducements to skillful men. Having secured a place in one, Mr. Goodall mastered the intricacies of its operation and rose to be overseer. He invented a "stop motion" that is in use to this day; but concluding that such employment was not suited to his bent, he turned to journalism and became a reporter on the Harrisburg "Daily Telegraph." His abilities soon won recognition and he was made editor of the Lancaster "Inland Daily," then owned by the celebrated Thaddeus Stevens, Edward McPherson and Theophilus Fenn.

Mr. Goodall had now reached the age of twenty-one, and, confident and self-reliant as he always was, established the Lancaster "Conestoga Chief," which soon became the organ of the "Red Men," one of the most powerful organizations of the State. Receiving a flattering offer from Philadelphia, his outfit was

moved to that city, where he established the "Sunday Mirror." Building up a good name and business for the "Mirror," he sold it and established the "Daily Transcript" in New York. This became so successful that he sold it at the end of a year to a company that afterward debased it to the service of the "Tweed Ring" of odious memory.

Leaving New York in 1858, Mr. Goodall devoted the ensuing three years to travel and business in Europe, returning to New Orleans on the very day that Louisiana voted to secede from the Union. Being a pronounced Union man, his life was in danger every moment while in that city. Michael Hahn, a man of prominence and subsequent Governor of the State, saw him safely out of the city. Reaching Alton, Ill., Mr. Goodall immediately enlisted in the Second Illinois Volunteer Cavalry, in which he rendered services of great tact and bravery, and which secured for him the frequent commendation of his superior officers.

While yet the debris of the evacuated rebel barracks at Columbus, Ky., was ablaze, Mr. Goodall entered the city with his regiment, and being assigned to special duty, established the first Union newspaper on recovered rebel soil. When Memphis had fallen and the navigation of the Mississippi was uninterrupted to that point, Mr. Goodall moved his paper to Cairo, Ill., where it became an influential and widely circulated daily.

Mr. Goodall came to Chicago in 1868, and established the "Daily Sun" in November, 1869; the "Weekly Drovers' Journal" January 11, 1873; the "Daily Drovers' Journal," January 19, 1877, and the semi-weekly edition soon after. Feeling that this would be the last enterprise of his life, Mr. Goodall strove to make it the greatest, and the spacious, well-appointed and completely equipped printing house near the main entrance of the Union Stock Yards tells the story of his success more eloquently than could any words. He lived to see the ambition of his life gratified, and to be known as the founder of the first and most widely read daily stock journal of all the world.

Other enterprises enlisted his attention, including a weekly edition of the "Drovers' Journal" issued in the city of Liverpool, Eng., to promote and foster the export live-stock trade; a belt line of newspapers around Chicago—but at no time did he neglect his central enterprise at the Stock Yards. That was the cap-sheaf of his endeavor, and as long as it is known or remembered among men, the name of Harvey L. Goodall, its founder, editor, publisher and proprietor, will not be forgotten.

As an employer of labor, both skilled and unskilled, Mr. Goodall was conspicuously forbearing and sympathetic, and during all his experience never was called upon to face a strike. But while he was generous, almost to a fault, he was firm and unflinching in what he considered his duty, and left his family the priceless legacy of an exalted name.

The widow, Mrs. Ellen F. Goodall, in her

own right, and as guardian of her young son, Harvey L. Goodall, Jr., succeeds to the management of the business and estate. In anticipation of such a change her husband, as far as practicable, familiarized her with the routine and details of the business. As a result of this care and forethought the "Drovers' Journal" and the "Daily Sun," together with their auxiliary publications, are still carried on in accordance with the most modern and improved methods; in all departments keeping fully abreast of the growth and development of the live-stock interests of the country. The great improvement in the "Chicago Daily Drovers' Journal" since Mrs. Goodall assumed management of the business, has been noticed and highly commended by all connected with the live-stock industry and more firmly than ever establishes its universal standing as "the leading Live Stock Daily and the most reliable Live Stock Report in the world."

CLARENCE FISHER GOODING.

Clarence Fisher Gooding, lawyer, is a native of Belvidere, Ill., where he was born February 14, 1847, being the tenth in descent from Gov. Edward Winslow (the third Governor of Plymouth Colony) and Susanna White, who were the first white couple married in New England, and from John Alden and Priscilla Mullins, his wife, and from Thomas Rogers—all of whom came to America on the ship Mayflower in 1620. William Gooding, his great-grandfather on the paternal side, was born in Dighton, Mass., and married Lydia Andrews, a native of Taunton, in that State. Their son, Charles Gooding, born also at Dighton, became the husband of Ruth Fisher, a native of the same place, and they, the parents of Myron A. Gooding, born in Bristol, N. Y., and father of the subject of this sketch. On the maternal side, Mr. Gooding traces his ancestry to Col. Isaac Preston, his great-great-grandfather, born at Fairfield, N. J., and his wife, Lovice Daniels; the next in descent being Isaac Preston, also born at Fairfield, whose son Isaac Preston became the husband of Lovina Betsy Walker, a native of Granville, N. Y. Their daughter, Hannah Maria Preston, born at Rochester, N. Y., became the wife of Myron A. Gooding, and the mother of the subject of this sketch.

Clarence Fisher Gooding was educated in the common schools of his native State and Evansville Seminary, Evansville, Wis. In the spring of 1863, at the age of sixteen years, he ran away from home and joined the troops in the rear of Vicksburg, at first being employed as a teamster, but a few months later (September 16, 1863), he enlisted in the United States Navy, and served for a year on the United States Ship Louisville belonging to the Mississippi Squadron. He then enlisted as a private in Company F, Fifth Illinois Infantry, remaining in the service until July 25, 1865, when he was mustered out. The year after the close of the war he became a telegraph operator and Deputy Collector on the Illinois & Michigan

Canal at Chicago. The next two years (1867-68) were spent as operator in connection with the construction department of the Union Pacific Railroad, his duty keeping him at the western terminus of the line as the track was advanced westward. When the two roads (the Union Pacific and the Central Pacific) were completed in March, 1869, he became telegraph operator on the Central Pacific at Winnemucca, Nev., and the following year at Summit, Cal. The latter year he returned to Chicago and commenced the study of law, continuing until 1873. While a student came the great fire of 1871, in which he lost his all.

In 1873 Mr. Gooding was admitted to the bar of the Supreme Court of Illinois; two years later removed to Wyoming, and, in 1876, to the Black Hills, the year following becoming the first magistrate in this new mining district. Between 1881 and 1883 he was connected with the construction department of the Mexican Central Railroad, but the latter year returned to Chicago and resumed the practice of his profession. For five years (1889-94) he was Police Magistrate for the Jefferson District, Chicago. He is a Republican in politics and a charter member of the Gen. Benjamin F. Butler Post, No. 754 (Department of Illinois) G. A. R., organized in 1893, and was its Commander in 1896.

On March 19, 1884, Mr. Gooding was married, in the city of Chicago, to Miss Lizzie May Deming, and they have two children: Clarence Arthur, born February 17, 1885, and Winifred, born November 11, 1886. Mrs. Gooding is a daughter of Ebenezer and Ann Augusta (Bedel) Deming, of Bath, N. H., and granddaughter of Gen. Moody Bedel, a soldier of the Revolutionary War and the War of 1812. Mr. Gooding ranks as one of the progressive and popular lawyers of Chicago.

ADAMS A. GOODRICH.

Among the members of the Chicago Bar the gentleman whose name heads this sketch has, for years, occupied a conspicuous position. By his abilities, his natural tact and professional training, he has won a position which is widely recognized and has placed him in the front rank of his chosen profession. In achieving this result he has undoubtedly been aided by his lifelong identification with Illinois history and an intimate acquaintance and relationship with some of its most noted characters.

Mr. Goodrich was born in Jerseyville, Jersey County, Ill., January 8, 1849, the son of Henry O. and Jane A. (Knapp) Goodrich. His father came to Jersey County in 1839, where he afterwards married Miss Jane A. Knapp, who was a sister of Anthony L. and Robert M. Knapp, each of whom served at different times as members of Congress and in the State Legislature. The subject of this sketch spent his boyhood in the public schools of his native place until sixteen years of age when, through the influence of his uncle, Congressman Anthony L. Knapp, he received an appointment as a cadet in the

United States Military Academy at West Point, where he remained three and a half years. Then, being compelled to leave the Academy on account of ill health, he spent two years in travel, after which, returning to his home, he engaged in the study of law in the office of his uncle, Robert M. Knapp. Later, removing to Springfield, he continued his studies with his uncle, Hon. A. L. Knapp, who had at this time become a resident of the Capital City. Here he continued his studies until 1873, when, after taking his examination, he was admitted to the bar by the Supreme Court, and immediately entered upon the practice of his profession in his native city of Jerseyville.

After continuing the practice some five years, in 1878 Mr. Goodrich was elected State's Attorney for Jersey County, being reelected to the same position in 1880, and again in 1884. In 1887 he resigned the prosecuting attorneyship to accept the nomination for the office of County Judge, to which he was elected. While occupying the latter position he opened a law office in the city of Chicago to which place he removed in 1889, and where he has been continuously engaged in the practice of his profession ever since. For several years he has been the senior member of the firm of Goodrich, Vincent & Bradley, with offices in the Rookery Building, one of the best known law firms in the city of Chicago.

While devoting his attention closely to the practice of his profession after coming to Chicago, Judge Goodrich for a time discharged the duties of County Judge during the incumbency of the late Judge Richard Prendergast, and also served for one year as Attorney for the Chicago Drainage Board. Other positions held by him have included those of Trustee of the Northern Illinois State Normal School at De Kalb, having been President of the Board from 1897 to the present time (1905) and as one of the Inspectors of the Chicago Bridewell. In the latter position he has manifested a deep interest in the amelioration of the condition of a class who, although paying the penalty for the violation of the law, are not always abandoned criminals.

Fraternally Judge Goodrich is associated with the Masonic Order, Knights of Pythias and Odd-Fellows—with the first named order having attained the degree of Knight Templar, and in the last named the Encampment degree.

ALBERT T. GOODWILLIE.

Engineer for Engine 74, Chicago Fire Department, was born in Chicago, July 20, 1865, and was educated at Lake View public school, Englewood High and Cook County Normal Schools. After leaving school he worked in his father's planing-mill, Ashland Avenue and Forty-seventh Street for three years, and then at his father's supply office, 153 Monroe Street, for two years, and sundry other places until he joined Hyde Park Fire Department July 1, 1885, on Truck No. 2. Later he was transferred as pipeman to Engine No. 2, and then

as assistant engineer of the same Company, remaining there until Hyde Park was annexed to Chicago in 1889. He was promoted to Engineer in June, 1891, and transferred to Engine 62, but resigned soon after and assumed the position of foreman in D. M. Goodwillie's Planing Mill. Here he was employed two years, when he joined the World's Fair Fire Department as assistant engineer on Engine No. 6, July 20, 1893, where he remained until that company was disbanded, when he was transferred as substitute pipeman on Hose Company No. 1, Irondale, and on July 5, 1894, to Engine 74 as assistant engineer. His subsequent changes included transfer to Engine 46, December 31, 1894; promotion to Engineer and transfer to Engine 73, April, 1897; and transfer to Engine 74, December 19, 1898. Engineer Goodwillie still remains on duty ready for any service required of the brave Chicago firemen. He has had numerous narrow escapes, the closest one being when the back porch of a two-story building was blown off and landed within two feet of where he was standing.

Mr. Goodwillie was married at Walkerton, Ind., November 10, 1888, to Miss Maud Curtis, and two children have been born to them, one of whom is still living.

MATTHEW GOTTFRIED.

For tenacity of purpose, inflexibility of will and heroic capacity for endurance the sons of the Rhineland are proverbial throughout the world. Of this class was Matthew Gottfried (deceased), for many years the executive head of the Gottfried Brewing Company. A native of Hofheim, Prussia, where he was born December 11, 1822, he attended school in his native place and at Frankfort-on-the-Main. At Frankfort, in 1842, he was appointed a brewer and, after learning his trade, worked at various points in Southern Germany and Switzerland, finally settling in Ansfeld, Germany, where he married Maria Gundrum, on April 7, 1857. Of their seven children, six are yet living. During the same year he crossed the water and became a resident of Chicago, where for several months he worked as brew-master for Conrad Seipp, and in 1858, in partnership with Peter Schoenhofen, erected a small plant at the corner of Twelfth and Jefferson Streets, the style of the firm being Gottfried & Schoenhofen. This business prospered, and the following year a larger brewery was built on Seward Street near Sixteenth. In 1868 Mr. Gottfried withdrew from the concern, to spend a year in foreign travel. In 1870 he erected the present extensive and thoroughly equipped plant of the Gottfried Brewing Company in Archer Avenue. This he conducted under his own name until the formation of the Gottfried Brewing Company, with himself as president. The capacity of the establishment is 500,000 barrels annually. Mr. Gottfried's successful career is a striking illustration of the possibilities open to pluck and perseverance, integrity

and industry. Mr. Gottfried died at Elkhart Lake, Wis., November 3, 1902.

RICHARD S. GOUGH.

Richard S. Gough, Manager of Postal Telegraph Company Station, at the Union Stockyards, Chicago, was born in Buckingham, England, February 6, 1844, the son of James and Ann (Scott) Gough. Richard S. Gough came to America in 1859, and located in Brooklyn, N. Y., where he spent one winter. He came to Chicago in 1861, and enlisted in the Union army, in the telegraph service, and served two and a half years, when he was discharged on account of sickness. Later he went to Dixon, Ill., where he spent one year as a telegraph operator, after which he went to Bureau Junction, where he served in the capacity of telegraph operator for two years.

His next location was in Muscatine, Iowa, and later we find him at Wilton Junction, Iowa, where he was employed as agent for the Chicago, Rock Island & Pacific Railroad Company, remaining in that place until 1867. Coming to Chicago during this year, he was appointed chief operator in the office of the Western Union Telegraph Company at the Union Stockyards. In May, 1872, he was appointed manager of the office, which position he acceptably filled until 1881, when he resigned to accept the position of manager for the Mutual Union Telegraph Company at the Stockyards. In 1883, when the two companies consolidated, Mr. Gough accepted the position of manager of the Postal Telegraph Company, which he still holds. The business has increased from \$3,600 to over \$200,000 per year.

Mr. Gough was married in June, 1864, to Miss Sarah E., daughter of E. H. and James (Sherman) Ketcham. Seven children have blessed this union, two sons and five daughters. Of these one son and four daughters are now living. Raymond S. Gough, his son, is connected with the American Tin Plate Company, has received honorable mention from his employers and has been transferred to their new office at Pittsburgh.

He is a man of good business ability, and now occupies a very responsible position, and that he discharges his duties faithfully and well, is manifest by his long continuance in the service.

WILLIAM CHARLES DUSTIN GRANNIS.

William Charles Dustin Grannis (deceased) was born in the village of Stanstead, Province of Quebec, Canada, March 30, 1826, the son of William and Nancy Melinda (Dustin) Grannis, both born in Claremont, N. H., the former in 1781, and the latter in 1789. The father, William Grannis, who was a merchant by vocation, after his marriage in 1806 at their native place, to Nancy Melinda Dustin, removed to Hatley, Canada, and later to Stanstead, where he died May 16, 1833, his wife dying at the same place in 1879. They were devoted members of the Episcopal Church. Mr. William

Grannis was one of the founders of the Stanstead Academy, at Stanstead, Canada, donating half of the land on which the institution was located.

On the paternal side Mr. William C. D. Grannis was a direct descendant of Edward Grannis, one of the earliest settlers of Hartford, Conn., where he located in 1655, later settling at Hadley, Mass., moving thence to New Haven, Conn., where he died. On the maternal side Mr. Grannis was descended from Hannah Dustin, of Haverhill, Mass., the heroine of the Indian uprising of 1697, to whose memory and in honor of whose bravery monuments have been erected at Concord, N. H., on Dustin Island at the junction of the Contocook River with the Merrimack, and at Haverhill, Mass. Moody Dustin Grannis, the grandfather, was a captain in the First New Hampshire Regiment during the Revolutionary War, and is said to have been the first man to enlist in New Hampshire in the war for American Independence, serving during the entire struggle from 1776 to 1781. His commission bore the signature of John Hancock, President of the Colonial Congress, and is preserved as a valued heirloom by his descendants.

In his youth Mr. Grannis enjoyed the educational advantages afforded by the country school and the academy of his native place, early acquiring a fondness for literature, study and travel. His first business experience was obtained as a clerk in a drug store at Montpelier, Vt., whence he moved later to Woodstock, Vt., where he was engaged in the same business. In 1852 he came to Chicago and there found employment as clerk in the wholesale grocery establishment of M. D. Gilman & Co., in which four years later he became a partner under the firm name of Gilman, Grannis & Farwell, which, by the retirement of Mr. Gilman, later became Grannis & Farwell, in its time one of the most extensive concerns of its kind in the West. From this concern Mr. Grannis retired in 1879, becoming the First Vice-President of the Union National Bank of Chicago during the same year, and its President in 1882. In 1885 he organized the Atlas National Bank, of which he became the President, retaining this position until his permanent retirement from business in 1896. During his business career Mr. Grannis occupied official positions in connection with a number of prominent business corporations, including Libby, McNeil & Co., in which he was a Director; as President and Director of the Union Rendering Company; President of the Dimre Savings Bank; Director of the Chicago Building Company, and Director and Treasurer of Oakwood Cemetery Association.

Mr. Grannis' military experience consisted in playing the part of a messenger during the Canadian Rebellion of 1839-40, at the age of fourteen years. He was identified with the following named clubs during his residence in Chicago: The Commercial Club; the Chicago, the Calumet, the Union League, Washington Park and Iroquois Clubs; also held a membership in the Chicago Stock Exchange. He

traveled quite extensively, visiting different portions of the United States and twice making a tour to Europe.

In religious affiliation Mr. Grannis was an Episcopalian, for nearly thirty years serving as Senior Warden of Trinity Protestant Episcopal Church, Chicago. Politically he was a Democrat during most of his life, but on the adoption of the 16-to-1 silver standard in 1896, being a zealous supporter of the gold standard, espoused the principles of the Republican party.

Mr. Grannis was first married at Montpelier, Vt., to Lucia Louisa Baldwin, a native of that city. On February 19, 1868, he was married in Chicago to Clara Jane Brown, who was born in Cohocton, Steuben County, N. Y., and of this union were born the following named children: Jane Dustin, born January 13, 1869, and married, November 8, 1892, Henry H. Hollis of Chicago; Maud Mary, born May 30, 1870, married June 1, 1892, Daniel W. Howland of Boston; Clara Balcom, born April, 1873, died July, 1874; and Uri Balcom, born May 11, 1880.

Mr. Grannis died at his residence, No. 2029 Michigan Avenue, Chicago, August 3, 1898, and Mrs. Grannis June 10, 1902. Mr. Grannis was a man of strong character, of sound judgment and marked ability, representing a high type of citizenship. Public-spirited, benevolent and courteous, he enjoyed the respect of a large circle of friends. In his domestic and social life he was devoted to his family and his home, and was a staunch churchman. For nearly half a century he was prominently identified with the leading commercial and financial interests of Chicago and could well claim the credit for a large share of its growth and prosperity.

THE GREENLEE BROTHERS.

RALPH STEBBINS and ROBERT LEMUEL GREENLEE, twin brothers, well known throughout the West as foundrymen and manufacturers of machinery and stove-repairs, have been identified with the industrial and mercantile history of Chicago for nearly forty years. The family to which they belong is of Scotch-Irish lineage and their paternal ancestors were driven from Scotland by religious persecution. Their American progenitors, on emigrating to this country, first settled in Delaware. Later the family removed to Crawford County, Pa., where, in Summerhill Township, the twins were born, April 13, 1848.

Their father, Edmund Greenlee, was born on the old family homestead, in Meadville, Pa., March 31, 1811. He was a man of keen intellect, remarkable inventive genius, robust constitution and great physical strength. He lived to attain the extraordinary age of fourscore and seven years, dying September 4, 1898. His wife, Mary Wright Stebbins, was a descendant of English ancestors, who emigrated to America in 1633, and settled at Springfield, Mass., where she was born September 13, 1808. Her father, Thomas Stebbins, removed to Crawford County, Pa., and it was

there that she met and married Mr. Greenlee in 1833; there, too, she passed away, July 19, 1877. The issue of this marriage was three daughters and three sons: Emeline, Ralph S. and Robert L., Michael, Rachel and Mary.

The twin brothers, Ralph and Robert, from earliest infancy so closely resembled each other in appearance, that it was with difficulty they could be distinguished; and, even at the present time, they are of the same weight and height. Their educational advantages were the best afforded by their native place, and after having passed through the district and graded schools of Summerhill, they began work for their father, who was then conducting an extensive dairy business. His mechanical ingenuity devised and perfected machinery which he employed in the manufacture of butter kegs and cheese boxes. The young men were then nineteen years of age, and for six years after leaving school they remained upon the paternal farm. The year 1863 marked the beginning of a new era in their life history, as it was then that they came to Chicago where their first business venture was the opening of a cooper's shop. Bringing into use the mechanical knowledge obtained from their father, they installed machinery. This step aroused violent opposition on the part of competitors, but the opposition was firmly met and the young firm steadily prospered. Endowed with inventive genius and constructive ability of a high order, it was not many years before they embarked in the manufacture of wood-working machinery. New methods were adopted, and new inventions patented from time to time, until the Greenlee machines have achieved a worldwide notoriety. Immediately after the fire of 1871, the brothers removed to their present works on West Twelfth Street. In 1898 a conflagration swept away the greater portion of their plant, entailing a loss of a quarter million dollars; but they lost no time in rebuilding and, within a year, were able to fill orders even on a larger scale than before. The corporate name of the concern is Greenlee Brothers & Company, Ralph S. being President, Robert L., Vice-President, and William B. (son of the latter), Secretary. Other manufacturing enterprises in which the firm has been engaged include the Northwestern Stove-Repair Company (the largest concern of the kind in the world), and the Greenlee Foundry Company, both established in 1883.

On February 15, 1865, Mr. Ralph S. Greenlee was married to Elizabeth, daughter of William Brooks, Esq., of East Canada, long prominent in the ministerial councils of the conservative party in the Dominion. A little more than two years afterward (April 11, 1867), Robert L. married Emily, another daughter of Mr. Brooks. To Mr and Mrs. Ralph S. Greenlee has been born a daughter, Gertrude, now wife of James A. Lounsbury, while Robert L. and his wife are the parents of one son and two daughters. The son, William Brooks Greenlee, named for his maternal grandfather, is a graduate of Cornell University, and is associated with his

father and uncle in business. The two daughters, Grace and Isabel, are both graduates from Ogontz Seminary, Philadelphia, the former of the class of 1891 and the latter the class of 1895.

In physique the brothers Greenlee are essentially "manly men"—five feet, ten inches in height, and each weighing one hundred and eighty-five pounds. Their kindly expression of countenance does not belie their inbred courtesy or their gentle consideration for others. Famed equally for scrupulous integrity and broad charity, they have won success through indomitable will power and untiring energy. Worthy charities and the cause of education for the masses have always successfully appealed to their support. They have been extensive travelers, both in their own country and abroad, thus adding to their fund of general knowledge and broadening their views of men and things. Their justly acquired fortunes are monuments to their honesty and good judgment, yet their more lasting memorial will exist in the good which they have silently and unostentatiously accomplished.

GREENVILLE M. GROSS.

Greenville M. Gross, dry-goods commission, was born in New Gloucester, Maine, May 24, 1846, a son of Sewall and Caroline E. (Parsons) Gross, the former a native of New Gloucester, and the latter of North Yarmouth, Maine. The paternal great-grandparents were Thomas and J—— (Woodman) Gross, both of whom were born in Massachusetts. The grandparents, Isaac and Sally (Woodman) Gross, were natives respectively of Massachusetts and Maine. On the maternal side of the family the great-grandparents were Samuel and Lucy (Lufkin) Bacon, the grandparents being David and Mary (Bacon) Parsons, the latter of whom was born in Maine. The ancestors of Mr. Gross, on both the father's and mother's side, emigrated from Massachusetts, where, as the records show, they lived in 1641. In his political views Mr. Gross is a Republican, and in religion adheres to the Protestant faith. In June, 1869, he was married at Portland, Maine, to Ella G. Ross, and of this union one child, Philip, was born. After the death of his wife, Mr. Gross married, in April, 1882, at St. Louis, Mo., Eugenia Schofield, and they are the parents of one child, Schofield.

JACOB GROSS.

This gentleman, whose name is familiar to the people of Illinois as a former State Treasurer, and to his friends as a kind-hearted, generous man with an open, candid disposition and strong hand for those whom he esteems his friends, was born in Jacobsweller, Rhenish Bavaria, Germany, February 11, 1840, and received his education in the parish schools of his native place and in the Brown School of Chicago. His father, Henry Gross, died when the son was but thirteen years of age, and in 1855, his mother, Barbara (Lotz) Gross, with her four children, sailed from Havre in the

ship "Elizabeth," and landed in New York after twenty-eight days on the ocean, reaching Chicago, July 1st of the same year. She brought some means with her, and was able to give her children a very fair start in the world. Jacob Gross, after completing a course at the Brown School with credit, took up the tinsmith trade, at which he served a regular apprenticeship that he might become a master workman. For some six months he worked as a journeyman, and then going to Richton became a clerk in the store of his brother-in-law. He was thus employed when the Civil War broke out, and he soon enlisted in Company B, Eighty-second Illinois Volunteer Infantry, and made a most creditable record as a soldier. During his service he participated in many of the hardest fought battles of the war, until May 25, 1864, when in the battle of New Hope, Ga., he was wounded by a rifle ball, which so shattered the bones of his right leg that amputation became necessary. For many months he was under treatment in a hospital at Chattanooga, finally being honorably discharged on February 14, 1865.

In 1866 Mr. Gross received an appointment as a Deputy Police Clerk in the city of Chicago, serving two years, after which he was elected West Town Collector, a position which he filled for three terms. In 1872 he was elected Clerk of the Cook County Circuit Court, and was twice re-elected, serving until 1884, when he was nominated for the office of State Treasurer on the Republican ticket, and was triumphantly elected. He served two years with distinction, and then retired to private life, to devote himself to his banking interest, having become a member of the banking firm of Felsenthal, Gross & Miller. This organization was made a State Bank in 1891, and Mr. Gross became its Vice-President, but resigned in 1896 on account of failing health. Since that time he has lived in retirement. Mr. Gross has always been a Republican, and for many years took an active part in political affairs. Of late years, however, his interest has been limited to voting and friendly discussion. He belongs to Lodge No. 557, A. F. & A. M., and U. S. Grant Post No. 28, G. A. R.

Mr. Gross was married to Emma Schade in Chicago, October 20, 1870, and they now have three children: Mamie, who is the wife of William Falk; William H., and Flora, married to J. L. Seyl. Mr. Gross has made an enviable record as a brave soldier, a capable and efficient public official and an honorable and upright business man. He is widely known and thoroughly esteemed.

GEORGE H. GUENTHER.

Attorney and counsellor at law, Blue Island and Chicago, was born at Blue Island, Cook County, Ill., March 31, 1877, the son of Theodore and Catharine (Rech) Guenther, both of whom were natives of Germany. The father and mother were early settlers of Blue Island, and the father was prominent in local and County politics, and held a number of local

offices, including that of County Commissioner of Cook County for three years. He died Feb. 26, 1894. The son, George H., was educated in the public schools of Blue Island, the Chicago Manual Training School and Cornell University, graduating from the latter in 1898. He was admitted to the bar in 1899, and has since been a practicing attorney with offices at No. 84 Washington Street, Chicago. He is a Republican in politics and takes a deep interest in local municipal and public affairs, having been elected to the office of City Attorney for the flourishing suburban city of Blue Island, to which he was chosen at the election of 1901, and in 1903 without opposition; and in 1904 he became Assistant State's Attorney, which office he held under the Hon. Charles S. Deneen, until the election of the latter as Governor. A young man of vigorous character and commendable ambition, Mr. Guenther has a promising future before him, and it is safe to say will make his mark in the affairs of his city and county and state.

HERMON C. HAAS.

Lieutenant Engine No. 24, Chicago Fire Department, was born in Chicago, November 25, 1859, and educated at the Dearborn and Skinner schools, later worked for the Grain Inspector until December 17, 1884, when he joined the Fire Department, being then assigned to Engine No. 1. He was subsequently transferred to Engine 17, still later to Truck 12, and then to Engine 31, 23, 10 and 18; was promoted to Lieutenant, August 3, 1898, and assigned to Engine 44; transferred to Engine 23, August 3, 1899, and later to Engine 24, where (1904) he is still on duty. He has always been fortunate as regards serious accident, but has had many narrow escapes. His father, Louis Haas, came to Chicago in 1837, and was a volunteer fireman on Waubansia Engine No. 2, located at the corner of Franklin and Washington Streets. Lieutenant Haas was married, in Chicago, October 3, 1885, to Polly O'Conner, and two children have been born to them. He has always shown himself ready to respond to every call of duty whether of rescue for others or facing danger.

WILLIAM HAAS.

William Haas, Blue Island, Cook County, Ill., was born in the city of St. Louis, Mo., March 27, 1845, the son of Jacob J. and Catharine (Naas) Haas, both his parents being natives of France, the father born in Paris and the mother in Lorraine. Mr. Haas' paternal grandparents, Jacob and Mary (Atzel) Haas, were natives of Germany, the former of Alsace and the latter of Strasburg. His grandfather on the maternal side, Jacob Naas, was born in Lorraine, then a Department of France, but now a part of Germany. Mr. Haas was educated in his native city of St. Louis, was a soldier of the Civil war, and by occupation is a clerk. On July 22, 1869, he was married to Lena Peglow, who was born in Germany and educated at La Porte, Ind., and who died

January 4, 1901. On November 2, 1904, Mr. Haas was married to Miss Anna D. Volp, of Blue Island, Ill. Mr. Haas' political affiliations are with the Republican party, and in religious belief he is a Methodist. Fraternally he is associated with the Masonic Order, being a Royal Arch Mason and a member of the Royal Arcanum; is also a member of the Grand Army of the Republic, in which he has held the office of Post Commander in Blue Island Post, No. 473, for two full terms.

SIMEON FRANK HALL.

Simeon Frank Hall, live-stock commission merchant, was born in Senecaville, Guernsey County, Ohio, January 28, 1840, and educated in the public schools. After leaving school he bought and shipped live stock from Ohio to New York and Baltimore. In 1864 he went to Richland Centre, Wis., where he bought and shipped live stock to Chicago until 1872. Then coming to Chicago on December 3, 1872, he went into partnership with Frank D. Patterson, under the firm name of Hall, Patterson & Co., which style continued until 1880, when Mr. Hall withdrew and, with J. E. Greer and William Hall organized the firm of Hall, Greer & Co. In 1885 Mr. Greer retired from this firm, and Simeon H. and William Hall formed the firm of Hall Brothers, which style was changed in 1890 to Frank Hall & Co., and so remained until the subject of this sketch was injured in 1898. In August, 1899, he connected himself with the firm of G. B. Van Orman, Shattuck, Paxson & Co., where he can now be found ready to attend to the wants of his many customers and friends, with his usual promptness and dispatch.

Mr. Hall married Miss Alice Archer, in Senecaville, Ohio, September 10, 1859, and seven children have blessed this union, five of whom are now living. Mrs. Hall passed away March 28, 1873. On July 12, 1890, Mr. Hall married Miss Mary Howard in Charleston, S. C., and two children have been born to them.

JOHN HALLBERG.

Driver, Hook & Ladder Co. No. 20, was born in Sweden, June 6, 1844, and educated in the public schools and an agricultural institute of his native country. He came to America June 6, 1865, and commenced work on a farm near Paxton, Ford County, Ill., and was foreman on the farm (containing 44,000 acres), remaining there eight years; moved to Chicago in 1873, and on April 1, 1876, joined the Town of Lake Fire Department, as driver on Truck No. 3, remained there for eight years when he resigned. May 1, 1886, he was appointed driver on Truck 4, Town of Lake, and remained there until the annexation to the city of Chicago when he was appointed on Truck 20, and has remained in the same position ever since. He has had many narrow escapes, but is still on duty, ready for any emergency. Mr. Hallberg was married to Mary G. Delomot in Chicago on April 8, 1872, and six children, two daughters and four sons, have blessed their union,

five of whom are living: Lida, Jennie (deceased), Varna, Ernest, Tagge and John. The oldest son, Varna, volunteered in the United States Navy and served during the Spanish-American War.

ASHLEIGH C. HALLIWELL.

Ashleigh C. Halliwell, President Halliwell & Baum Company, proprietors of "Chicago Live Stock World" (daily paper), was born in St. Louis, Mo., November 11, 186., and after receiving a brief schooling, at an early age began to "paddle his own canoe." From St. Louis he went with his parents to Mississippi, Kentucky and Ohio, for some years being employed in the "Cincinnati Times" job printing rooms. On October 2, 1877, he entered into the employ of Mr. H. L. Goodall, founding the "Drovers' Journal," at the Union Stock Yards, Chicago, remaining there until November 19, 1900. He started with Mr. Goodall as a combination market reporter and "printer's devil," and advanced to the position of "editor," remaining in that capacity until he resigned and organized the Halliwell & Baum Company, as proprietors of the new market paper, "Live Stock World," which does a large printing business. The subscription list of the paper is rapidly increasing under the new organization. The "Breeder's Gazette" gave the following flattering and deserved tribute:

"A NEW MARKET PAPER.—A. C. Halliwell, who was for twenty-three years in charge of the market department of the 'Drovers' Journal,' Union Stock Yards, Chicago, and who stands at the head of the list of writers on the trade in market stock, has recently severed his connection with the 'Journal,' and has associated himself with Will F. Baum, in the publication of the 'Chicago Live Stock World,' a market paper published daily at the Chicago Yards. Its market reports are made by Mr. Halliwell, and therefore carry with them the authority of one of the most experienced and best informed men in that department that the trade has yet developed. The 'Live Stock World' is covering its field thoroughly and reliably and presents a bright and newsy appearance. The field afforded by the daily transactions at the Union Stock Yards is a very large one, and requires in its journalistic treatment a broad and thorough acquaintance with market conditions and the men who make the market; and these qualifications Mr. Halliwell possesses in an unexcelled degree. His years of work in that line have earned for him an enviable reputation as an authority, and his uniformly courteous bearing has won for him hosts of friends, all of whom will wish him the fullest measure of success in his new enterprise. In this the Gazette joins."

Mr. Halliwell was married to Miss Alice M. Drake, in Chicago, July 3, 1888. Four children have blessed this union.

HENRY S. HALSTED.

Henry S. Halsted was born at Colne, Lancashire, England, September 18, 1826, the son

of Joseph and Harriet (Smith) Halsted. The father was a well-known cotton manufacturer, and gave his son a liberal education in the schools of his native town. In his youth, young Halsted began the study of medicine, and, as a preliminary, served an apprenticeship with an apothecary, the customary course at that time, but failing health caused him to change his plans and give up his chosen profession.

In 1855 Mr. Halsted decided to come to America, and located temporarily in Canada, removing a little later to Chicago, Ill. In 1858 he purchased the schooner "Minnesota," and this departure was the foundation of a thriving business which he soon established, first becoming agent, then owner of a large fleet of vessels trading principally between Chicago and Buffalo. January 10, 1860, he married Miss Ann Pineger of Boone County, Ill., daughter of William Pineger, a prosperous land owner and farmer. In the early '60s Mr. Halsted became a member of the Chicago Board of Trade, carrying on a large business in the shipping of grain and in marine insurance. The principles of honesty, fair dealing and tenacity of purpose, which had always been conspicuous traits, characterized his labors in this new field and won for him many additional friends and patrons who were glad to acknowledge his sterling worth and business ability.

Politically Mr. Halsted was a Republican, and though he was never eager for office or self-aggrandizement, he ever held the interest of his party at heart. Without professions or ostentation, or affiliating with any sect, Mr. Halsted was a conscientious Christian gentleman. He was a man of kindly, genial disposition and temperament, who was charitably inclined, and ever ready to lend a helping hand whenever deserving opportunity offered. As a husband and father he was ideal, being devoted to the home circle and caring most for the quiet of a domestic life. He passed away April 23, 1882.

Mr. and Mrs. Halsted were the parents of seven children, four of whom survive the father. Of these four, Joseph is in the Architectural Iron Business, Henry P. is interested in Insurance, Lucy Dale is the wife of George M. Harvey, and Annie W. remains with the mother at the homestead.

D. HARRY HAMMER.

The name of D. Harry Hammer was writ large in the professional and political progress of Chicago for more than three decades. He was a native of the State in which he maintained a lifelong citizenship, having been born at Springfield, Ill., on the twenty-third day of December, eighteen hundred and forty.

His parents, John and Eliza (Witmer) Hammer, were descendants of good old revolutionary stock, and his maternal grandfather (Witmer) was a soldier in the war of 1812. They removed to the then far west in eighteen hundred and thirty-seven, young home-seekers from Hagerstown, Maryland. They located

first at Springfield, Illinois, where several children were born to them. A staunch friend of the family at that time was the Honorable David Harry, M. C., and in recognition of that friendship this son was christened David Harry. While he was still a lad, the family removed to Ogle County, Illinois, to the vicinity of the old town of Oregon, and here he grew to manhood. His education was begun in the public schools, and continued at Rock River Seminary at Mount Morris, one of the oldest institutions of learning in the State. Thence he went, with other youths, to Freeport, to hear the now historic debate between Abraham Lincoln and Stephen A. Douglas. This event marked a turning point in his career, and he determined to adopt the profession of the law. He soon after entered the law department of the University of Michigan, from which he graduated with the class of eighteen hundred and sixty-five. From the date of his admission to the bar his progress was steadily onward and upward, and he soon counted among his clients numerous corporations and individuals from distant cities in addition to a flourishing local practice. In 1879 he was appointed Justice of the Peace by Governor Culom for a period of four years, and at the expiration of that time Governor Hamilton reappointed him for another term. In testimony of his popularity while in this office, the fact may be cited that he disposed of an average of more than four thousand cases each year during his long term of service. Later he became Master in Chancery for the Superior Court of Cook County, and also served several years as Alderman in the Common Council, from the Fourth Ward, with credit to himself and his constituents. In politics he was throughout his life an unswerving and consistent Republican, and for many years was practically a dictator in the ward in which he lived.

He was, at different periods of his career, bank director, president of various clubs and societies both civic and political, and always a gentleman and a scholar. His private library comprised several thousand volumes and was said to be one of the choicest in Chicago, rich in first editions, rare "out-of-print" folios and autograph copies.

Mr. Hammer was a member of Chevalier Bayard Commandery, Knights Templar, Oriental Consistory, Royal Arcanum, the city and State Bar Associations, and many smaller societies, and claimed membership in the Union League, Calumet, Hamilton, Washington Park and Twentieth Century Clubs. He had traveled extensively, not only abroad, but in his own country, and kept always abreast of the times.

Mr. Hammer married, in 1874, Mrs. Mary E. Carpenter (born Bower) who survives him. They have two living children, Hazel H., wife of Carl H. Paddock of Denver, and D. Harry Hammer, junior. Mr. Hammer adopted Maud Carpenter when he married her mother, and she now resides in Boston, the wife of Ernest R. Sharpe, of that city.

The most beautiful side of the blameless life of D. Harry Hammer was turned ever toward his home, and one who knew him best has said: "as husband and father he was ideal." A high sense of honor characterized him throughout his career, the keystone of his life being that divine command, "Whatsoever ye would that men should do to you, do ye even so to them." This was to him not only a law but a religion; the handwriting on the wall that guided his life, the key to success, the open sesame to justice, the essential element that made for right living in this world and in the life to come, which began for him on the twenty-ninth day of March, nineteen hundred and four.

M. W. HANLEY.

M. W. Hanley, Superintendent Armour's Grain Elevators, who was born in Menasha, Wis., November 10, 1850, and was educated in the Menasha High School and Lawrence University (Appleton), Wis., is the youngest of six sons, who, with two younger sisters, constituted the family. He worked at various industries during his boyhood, and coming to Chicago at an early age finally entered the employ of Munger, Wheeler & Co., proprietors of grain elevators. Later he was superintendent of the Indiana Elevator, then of the Wabash, and in 1888 entered the employ of Armour & Company, as superintendent of their A & B Elevators, and was largely instrumental in increasing the elevator and grain business of the company until it has assumed its present mammoth proportions. He is well known to the railroad and vessel interests of Chicago. By strict attention to the business of Armour & Company, he has proved himself a valuable employe, and especially in the line of building and rebuilding their elevators, the last one being in place of the one destroyed by fire, and called Armour Elevator D, which is the largest modern elevator in use, being equipped with the most modern machinery. This elevator is capable of unloading 300 cars of grain per day, and cleaning the same with improved machinery, as well as shipping the same amount per day by cars and boats. It was built in 1898, commenced operating May, 1899, can handle 110,000 bushels per hour, and has a capacity of 1,800,000 bushels of grain, with the largest cleaning house in the world. It has nine oat clippers, with a capacity of 1,500 bushels per hour for each clipper, and ten cleaners of wheat, corn and barley. It has a cross-compound Corliss Engine, of 1,800-horse power and eight 250-horse power vertical water tube boilers; one 30-kilowatt generator, producing 500 to 600 incandescent electric lights per hour; two 1,000 gallon fire-pots for fire purposes; one pair duplex feed pumps; and one 2,000-horse power open heater, with rope drive 2,000-horse power; has also a 20-foot bard wheel, which, with the shaft, weighs ninety-two tons. This elevator is quite in contrast with the old original elevator on South Water and Dearborn Streets, which was operated in

1850 by the Walker interest. One mule furnished the power used to elevate the grain received largely in bags.

CHARLES A. HANSEN.

Charles A. Hansen, Pilot, Engine No. 58 (Fire-Boat "Chicago"), Chicago Fire Department, was born in Drammen, Norway, May 16, 1859, educated in the public schools of his native country, and came to Quebec in May, 1879, then went to Buffalo, and to Chicago in September following. He was employed on the lakes until September 20, 1891, when he joined the Fire Department, being assigned on Truck 4; was transferred to "Fire Queen" (No. 71) and assigned as Pilot, December 29, 1892; was transferred, February 8, 1894, to Fire-Boat "Chicago," remaining there three and a half years. He was then transferred again to the "Fire Queen," July 15, 1897, and to Fire-Boat "Yosemite," August 17, 1899; and again to Fire-Boat "Chicago," Nov. 2, 1900, where he still remains ready for any call. Has had many narrow escapes. He was married in Chicago, Sept. 1, 1887, to Miss Martha Anderson.

THOMAS H. HARLESS.

Thomas H. Harless (deceased) was born in the State of Ohio, July 15, 1811, the son of Henry Harless, who was a soldier of the War of 1812 and a farmer by occupation. His parents were natives of Germany and both died in Ohio in 1819. Thus left an orphan at eight years of age, the son was thrown upon his own resources in early life, becoming in the fullest sense of the word, a "self-made man." In 1850 he engaged in the mercantile business at Henry, Ill., but in 1853 came to Chicago, where he became an important factor in business affairs. He first built a house on Monroe Street near Clark (LaSalle), where he lived until 1858. After his death this ground was sold by his widow, and is now the site of the New York Life Insurance Building. In 1858 he built four houses on Wabash Avenue between Sixteenth and Eighteenth Streets, and during his stay in Chicago, resided in one of these at 1705 Wabash Avenue, the site now occupied by the Kohlsaat Bakery. On coming to Chicago he first engaged in the lumber trade as a member of the firm of Harless & Lancaster, but in 1854 their property was destroyed by fire. From 1854 to 1864 he was interested in the commission business with Thomas Parker, on the Chicago Board of Trade, under the firm name of Harless & Parker. In 1864 he again engaged in the lumber business, the firm being Harless, Lancaster & Bishop. While connected with the Board of Trade he assisted in the erection of the Board of Trade Building on Lake Street, and was Vice President of the Board for a time. In 1863 he took a prominent part in securing the passage by the Legislature of an act incorporating a street railroad system under the name of the "Wabash Railroad Company," of which he was named in the act as one of the incorporators and of the first Board of Directors, the other

two being Horace A. Hurlbut and Charles Hitchcock. This enterprise was one of the most comprehensive of its kind ever projected in Chicago, as it provided for a line on Wabash Avenue from Lake Street to Twelfth, with branch lines on Twelfth Street to Michigan Avenue and south to the city limits; on the Archer Road; on Monroe, Wells and Lake Streets; on Des Plaines and Milwaukee Avenue northwest to the city limits; on Van Buren Street and Blue Island Avenue; on Rush Street and North Clark—in fact, covering the most important portions of the Street railroad system as it exists in the central part of the city of Chicago today. In 1868 Mr. Harless removed with his family to Merom, Ind., where he continued to reside during the remainder of his life.

October 5, 1849, Mr. Harless was married to Miss Barbara Ann King, who was born in Indiana, July 12, 1831, her father being a native of Kentucky and her mother of Pennsylvania. Two brothers of Mrs. Harless served in the Civil War, one of them being killed in the service. Mr. and Mrs. Harless had eight children—seven sons, and one daughter. Of these four are still living: T. H., Charles D., W. W. and E. Nora—the latter now Mrs. Brown. W. W. Harless served as a Captain and Regimental Quarter-master in the Seventh Illinois Volunteer Infantry during the Spanish-American War.

Mr. Harless was a member of the Christian Church and a Democrat in politics. During his residence in Chicago he traveled extensively, making frequent business trips to New York. He founded a life scholarship in the Union Christian College at Merom, Ind., and besides made many liberal donations to charitable and other institutions. His death occurred at his home at Merom, February 4, 1870. He was of a genial and social temperament and correct habits, being a total abstainer from the use of both liquors and tobacco.

WILLIAM HARPOLE.

William Harpole is a man who has risen from humble conditions in early life to affluence in his last years, and who throughout a long and active career has never forfeited the respect and confidence of those with whom he has been associated by dishonest or underhanded means. He belongs to that old-fashioned school of business men, whose word needs no bond to make it good as gold, and his simple and straightforward character is clear as the daylight. Such men abounded in a former generation; men were just as eager to get on, just as enterprising, just as ambitious; but the individual character was not then swallowed up in the great impersonal "Company." The historian lingers lovingly over such a character, and would trace it gladly beyond the limits of a sketch like this.

Mr. Harpole was born near South Charleston, Ohio, January 28, 1828, where he was reared and received his education in the district schools. When he became a young man

he early went into the cattle business, and drove several herds from Ohio to Lancaster, Pa., meeting with good success, and gaining much experience in the art of buying and selling cattle successfully. In 1845 he came to Illinois, though still very young for engaging in business, bought cattle in the central part of the State, feeding them in Sangamon, Morgan and Macon Counties, and then driving them east, sold his stock in Pennsylvania or New York.

His eyes had long been turned to Chicago as a suitable field for the exercise of his business talents, and in 1874 he established the live-stock firm of Harpole & Lott, James P. Lott being his associate. They located at the Union Stock Yards, and very soon built up a trade of large proportions, which carried their name into every part of the West as thoroughly honorable and reliable cattle men. Eight years later William T. Dickson became a member of the firm, which then became Dickson, Harpole & Lott. For four years the firm remained under this name, then was dissolved to give way to the firm of Harpole, Andrews & Perry, George Andrews and Alva Perry being the associated partners. In 1886 this firm was dissolved, being replaced by that of William Harpole & Company, the associate partner being Mr. J. Shinn. Mr. Andrews and Mr. Perry are both deceased. In 1904 W. Harpole is still in business at the head of the firm of Harpole, Shinn & Fry, No. 19, Exchange Building, Union Stock Yards, and, after a most honorable history, is prepared to serve customers with the same promptness and satisfaction that ruled in opening his business years in the great city.

Mr. Harpole was married in Charleston, Ohio, May 27, 1849, to Miss Ann Amelia Jones, and they have had five children, three of whom are now living, viz.: Enoch, Winfield Scott and Mrs. Augusta (Harpole) Taylor. His domestic relations have been especially fortunate and happy, and Mr. Harpole takes much pride in his family. He is one of the genial, plucky pioneers of an early day, and well deserves whatever measure of good fortune has come to him.

JOSEPH HARRIS,

Chief Clerk, North Pumping Station, Chicago, was born in Poughkeepsie, Dutchess County, N. Y., February 5, 1834; attended the Dutchess County Academy and Fishkill Academy, graduating at the latter. After leaving this institution, he went to learn the watchmaker's trade in New York City. In 1854 he entered the employment of Brown and Kirby, jewelers; in 1855 went to Poughkeepsie, N. Y., and, in 1856, to Green Bay, Wis., where he purchased a jewelry store and remained until his establishment was burned out, after which he enlisted in Company H, Twelfth Wisconsin Infantry, in Green Bay, and later was appointed Paymaster for the General Staff in the Army of the Cumberland, remaining until near the close of the war, when he was discharged, in February, 1865. Returning to Green Bay he there estab-

lished a "Department Store," remaining until his concern was again burned out in 1869. He then came to Chicago, where he was associated with Col. E. R. P. Shurley in the jewelry business until 1871, when the large fire of that year destroyed their establishment. Returning to Green Bay he there engaged as bookkeeper for J. D. Gardiner & Company, remaining with the firm seven years. In 1878, he again came to Chicago and engaged with Giles, Bros. & Co., continuing with them until January, 1894, when he went to the Pacific Coast. Again returning to Chicago (May, 1894), he became connected with the National Lithographing Company; in 1895 entered the employ of Geo. H. Taylor & Co., paper dealers, and later worked for A. M. Church, jeweler, for one year. In September, 1897, having passed the civil service examination, he became chief clerk of the North Side Pumping Works, where he has always been a lively worker. He has been a member of Washington Lodge, No. 91, A. F. & A. M., since 1857, also of Green Bay Lodge No. 19, I. O. O. F.

He was married in Naugatuck, Conn., in 1854, to Miss Mary F. Bradley, and one child was born to them, which died in infancy. Mrs. Harris passed away December 29, 1857. Mr. Harris' second marriage was with Miss Mary E. Moore in July, 1859. Six children have blessed this union, three of whom are now living.

JAMES H. HARRIS.

James H. Harris (deceased), for twenty-six years a prominent manufacturer of Arlington Heights, was born in Baltimore, Md., July 23, 1853. In 1856 the family removed to Milwaukee, Wis., to Bloomington, Ill., in 1857, and to Chicago in 1859. In 1875 Mr. Harris took up his residence at Arlington Heights, where he worked for his father and became a practical molder. The business, which was established during that same year was known as the Diamond Sewing Machine Company, and was destroyed by fire July 14, 1895. September 5th, following, Mr. Harris, having purchased the interests of the other partners, erected new buildings which have, from time to time, been enlarged under the management of Mr. Harris as sole proprietor of the foundry and machine works which bear his name. The establishment is equipped with the latest improved machinery in all its branches, including automatic screw-cutting machines with fourteen lathes, fourteen drill presses, etc. The foundry turns out sewing-machine stands and other castings, having sale from New York to San Francisco.

July 14, 1883, Mr. Harris was married to Miss Margaret L. Peter, and they became the parents of five children, three of whom are living: Royal P., Sarah L. and George C.

Mr. Harris died at his home July 3, 1901. His life-work was wrought at Arlington Heights, and the memory of his kindly deeds will be fondly cherished by his associates.

CHARLES HART,

Lieutenant, Engine No. 2, Chicago Fire Department, was born in Chicago, January 21, 1866, was educated in the McClellan public school, and after leaving school, was engaged in different kinds of business until he joined the Fire Department, July 15, 1889, being assigned to Engine No. 63, and during the World's Fair serving as acting Lieutenant. Later he was transferred to Engine 1, was promoted to Lieutenant in 1894; transferred to Engine 17, in 1895; to Engine 73 in 1897; to Truck 4, in 1897, and to Engine 82, April 15, 1897. Lieutenant Hart was present at the Cold Storage fire, July 10, 1893, and assisted in the rescue of others, but escaped injury. He has had many narrow escapes but has suffered no serious injury.

PHILIP HARTH.

Philip Harth, Wheeling Township, Cook County, Ill., is a native of Germany. April 1, 1854, at Wheeling, Cook County, he was married to Mary W. Neinstackler, who died December 7, 1873, leaving six children: Jacob, Philip, William, Lydia, Emma and Mary. Mr. Harth was married to Catherine Weber, his second wife, in 1877. In 1871, he was elected Commissioner of Highways, re-elected in 1874, in 1877 and 1880; also held the office of School Director nine years.

GEORGE R. HASTINGS.

This name will recall to the minds of those familiar with the live-stock trade of Chicago at an early day, memories of a man of much force of character and native nobility of soul, but who has now joined the procession to the "Great Beyond." Mr. Hastings was born in Circleville, Pickaway County, Ohio, September 22, 1829, and received his education where so many of the most successful men of the country have been educated, at the district school. He remained at home until 1859, when he joined the tide of western emigrants, bringing up at Chicago, where he soon after united with his brother, L. R. Hastings, and Allan Gregory, in the formation of the Gregory & Hastings cattle and live-stock firm at the Myrick Stock Yards. After a career of marked success, H. H. Cooley and Jacob Strader became members of the firm, which was then known as Gregory, Strader & Company. When Mr. Strader retired, the firm became Gregory, Cooley & Company, remaining under this title until the death of Mr. Hastings on May 27, 1894.

Mr. Hastings was a member of the Masonic fraternity, in whose welfare he took much interest, and where he was highly honored. He was a man much respected for his kind and genial ways, his friendly spirit and his close attention to business. He was married to Miss Martha Rice, in Goodnow, Ill., May 16, 1870. No children survive this union, but they adopted one daughter, Clara, now the wife of Paullin Schinn, who is still living. In Mr. Hastings career we have a striking illustration of the manly qualities which the men of a by-

gone generation possessed in such profusion, and which they so freely used in the making of Chicago the wonderful success it has become.

LEWIS R. HASTINGS.

Among the cattlemen and live-stock dealers of the West, few names are more widely known or more generally respected than that of Mr. L. R. Hastings, the veteran Chicago operator, who has passed his life in the breeding, purchase and sale of live-stock. Mr. Hastings has spent forty-three of his seventy years in Chicago, and by his pluck, perseverance, hard work and probity, has not only accumulated a handsome fortune but has also materially contributed to the city's commercial growth and prosperity. He was born in Mount Sterling, Madison County, Ohio, January 8, 1831, the son of James Hastings, who was a local preacher in the Campbellite Church.

Mr. Hastings was one of fourteen children, and left home at an early age to begin his business career. His first experience was in taking a drove of cattle from Ohio to New York, walking in advance of his charge leading an ox, and traveling at the rate of ten miles a day. Fifty days were consumed in the journey, and the young cattleman walked home, covering 33 1-3 miles a day, being allowed 62½ cents each day for expenses. In 1852 he removed from Ohio to Illinois, and not long afterwards made another tedious trip, this time to Pennsylvania, the journey requiring seventy days' time. He returned on foot as far as the Illinois State Line, and completed his journey on horseback, the luxury of riding increasing his daily expenses from sixty cents to one dollar.

In 1858 he engaged in business in Chicago with Allan Gregory, the firm name being Gregory & Hastings. Their location was at the old Myrick Stock Yards, on Cottage Grove Avenue, between Twenty-ninth and Thirty-fifth Streets, until the Union Stock Yards and Transit Company erected the Exchange Building in 1866, when they took up quarters there. Some three years later Messrs. H. H. Cooley and Jacob Strader became members of the firm, the name being changed to Gregory, Strader & Company, and, upon the retirement of Mr. Strader, the firm name was changed to Gregory, Cooley & Company.

The business of the concern steadily and rapidly grew, until its invested capital reached \$500,000 and the annual sales (in 1882) amounted to 200,000 head of cattle. Much of the conduct of the business devolved upon Mr. Hastings, who has personally sold 4,960 animals in a day and 155,000 in the course of twelve months. Upon the death of Mr. Cooley in 1893, the style of the firm once more became Gregory & Hastings. Four years later Mr. Gregory's death terminated a business partnership of forty years, and Mr. Hastings wound up the affairs of the concern. He also owns large and valuable interests in ranches and other property in Texas.

Mr. Hastings was married, in 1857, to Miss Cynthia Ann McMillin, who was born at In-

dianola, Vermillion County, Ill., January 2, 1836, and who died in 1899. Of their five children, three are yet living: D. Frank, Eleanor and Carrie. Frank married Luella Sidell, and Eleanor became the wife of John J. McRoberts. Mr. Hastings died near his ranch in Texas, September 22, 1900.

The careers of such men are full of interest to the general reader, while to those just crossing the threshold of business life, their story is at once an incentive and an encouragement. They go to show that, without the adventitious aids of birth, fortune or influence, energetic effort and an unsullied name are the best stepping-stones to fortune.

JOSEPH F. HATCH.

Joseph F. Hatch, attorney-at-law, Chicago, and ex-Deputy Secretary of State, was born in Pike, Wyoming County, N. Y., February 25, 1837, educated in the public schools and Albany Law School, and, after leaving the law school, came to Chicago in December, 1855, where he entered the law office of Willard & Hooper, remaining two years. He then went to Mound City, Kan., practicing law there until 1860, when he returned to Chicago, and in 1861 went to Sacramento, Cal., and from there to Carson City, Nevada, in 1862, where he held the office of Deputy Secretary of State for six years. Again returning to Chicago in 1868, he has practiced his profession here ever since. Mr. Hatch married Gertrude A. Hildreth, in Carson City, Nevada, in 1863, and four children have been born to them, two of whom are now living, viz.: Mrs. Ida Boyer and Fred J. Hatch.

WILLIAM E. HATTERMAN.

William E. Hatterman, mortgage banker and real-estate dealer, Chicago, is a native of Germany, where he was born in 1857, but received his education in the Chicago public schools. His father, C. F. Hatterman, having emigrated from Germany, established himself in the real-estate business in a 6x8 room on the corner of Milwaukee Avenue and Augusta Street in 1868. The business has increased in the past thirty years to such an extent that Mr. William E. Hatterman, into whose hands it passed some years since, is now occupying fine offices at 768 Milwaukee Avenue, where he is doing a prosperous mortgage banking business, or real estate only, as circumstances may require. He is also President of the Hatterman Safety Deposit Vault Company, whose vaults were constructed in 1894 at a cost of \$35,000, and are pronounced the safest and best arranged safety deposit vaults in the northwest part of the city. There are some 3,000 abstracts deposited in private vaults here, representing loans aggregating over \$5,000,000.

JACOB P. HAUSAM.

Jacob P. Hausam, Arlington Heights, Ill., was born at the village of Wheeling, Cook County, Ill., July 17, 1854. He is of German descent, his father, Jacob Hausam, being a native of Bavaria, while his mother, Margaret

(Babst) Hausam, was a native of Saxony. He was educated in his native place, and on August 10, 1874, was married to Jane Wendling of Wheeling, by whom he has had six children: Jesse, Frank, Edna, Celia, Willie and Lydia. Mr. Hausam began his business life as a farmer, and in 1888 established a creamery near Wheeling, which he operated for ten years. He also served as Constable for eight years and two years as President of the Board of Village Trustees. He became a member of Vitruvius Lodge A. F. & A. M., No. 81, in 1893, and for three years has been Master. Mr. Hausam is a Methodist in religion and a Republican in politics. In 1898 he removed from Wheeling to Arlington Heights, about the same time assuming position of Guard in the Cook County Jail; is now serving as Bailiff in the Sheriff's office.

FRANKLIN HARVEY HEAD.

Franklin H. Head, Vice-President Continental Casualty Insurance Company, Chicago, was born in Paris, Oneida County, N. Y., January 24, 1835, the son of Harvey and Calista (Simmons) Head, who were natives of the same place. His grandfather and great-grandfather on the paternal side—both named Jonathan Head—were natives of Little Compton, R. I., while his grandmother, Hepsy (Livermore) Head was born at German Flats, N. Y. His grandparents on the maternal side were Aaron and Abigail (Church) Simmons, and his great-grandparents, William and Abigail (Church) Simmons, were all natives of Little Compton, R. I., where the family lived for generations. Mr. Head received his preparatory education at Cazenovia, N. Y., and later became a student at Hamilton College, from which he graduated with the degree of A. B. in 1856. He next took a course in the law department of the same institution, graduating in 1858, and has since been honored by his Alma Mater with the degrees of A. M. and LL. D.

Coming west after graduating in law in 1858, Mr. Head became associated with an uncle, O. S. Head, in the practice of law at Kenosha, Wis., where he remained nine years. Then being compelled to retire from practice on account of ill-health, he spent some time in Europe, later going to Utah and California, where he became interested in a cattle-ranch and mining property to which he devoted his attention for three or four years. His health having been restored, he then returned east, and soon after became associated in certain lines of manufacture with Messrs. Wirt Dexter and N. K. Fairbanks, becoming a resident of Evanston. In the meantime, becoming interested in banking and manufacturing enterprises in the city of Chicago, he became a permanent resident of that city, where he has served as President of the Chicago Malleable Iron Company and as director of the American Trust and Savings Bank and the Northwestern National Bank. At present he is Vice-President of the Continental Casualty Insurance Company.

Possessing a cultivated literary taste, Mr. Head has been a frequent contributor to high-

classic literary periodicals. He was a prominent member of the Union League Club, in which he twice held the office of President, and is also associated with the various other clubs, including the Chicago, University, Commercial, Literary and Fellowship Clubs, is President of the Chicago Historical Association and of the Twentieth Century Club. In politics he is an earnest Republican. Mr. Head was married, June 14, 1860, to Miss Catherine P. Durkee, who was born at Kenosha, Wis., and educated in her native place and Saratoga, N. Y., and they have three daughters: Elizabeth, Katharine and Margaret.

DANIEL D. HEALY.

To the citizens and taxpayers of Chicago and Cook County, the name of Daniel D. Healy suggests the recollection of years of faithful public service and of earnest devotion to the interests of the people. Mr. Healy was born in Ireland, February 11, 1847, and in 1849 his parents, John and Ellen (O'Brien) Healy, emigrated with their family to America. Daniel D. was reared in Chicago and, from a period long antedating his majority, has been prominently identified with the growth and development of the city of his adoption. At the outbreak of the Civil War he was but little more than fourteen years of age, yet his patriotic impulses were stirred within him, and he enlisted in the United States Navy, serving with distinguished gallantry and fidelity. With equal courage and devotion for many years he served the City of Chicago as Engineer in the Fire Department, and the men connected with that arm of the public service regarded him with a feeling akin to veneration. He did yeoman's service during the great conflagration of October, 1871, and may be justly reckoned one of the heroes who passed through that fiery ordeal without thought of themselves, heeding only the call of duty and humanity. The members of the department have shown their recognition of his long and courageous service by electing him for nine years the financial secretary of the Fireman's Benevolent Association, also making him their unanimous choice for treasurer of that organization for a like period, finally elevating him to its presidency which position he now holds. With such fidelity and ability has he met and discharged the duties attached to these positions, that, with the exception of their honored Chief, there are few, if any, men more highly esteemed by the brave Chicago firemen than he. It was he who inaugurated the movement which has resulted in the painting, by the celebrated artist Van Ness, at a cost of two thousand dollars, of the great picture of Chief Swenie in action, to be hung in the galleries of the Art Institute.

Mr. Healy has been engaged for many years in public life, first as County Comptroller, later as President of the Board of County Commissioners, Warden of the Cook County Hospital, and as Superintendent of Public Service. The discharge of his duties as a public servant has been characterized by acumen and integrity,

and no breath of suspicion, either as to his motives or his acts, has ever reached him. He is a reformer of high aim and earnest purpose, who, throughout his official life, has done much to improve the efficiency of the public service of Cook County. Mr. Healy was the nominee of the Republican party in 1902, for the office of Sheriff and received the ardent support of the best citizens of Cook County, but as Raymond Robins, the well known lecturer stated, was defeated by a combination of confidence men.

On July 6, 1876, Mr. Healy was married to Miss Kittie Clemens, of Chicago, and they are the parents of four children: Daniel M., Katherine M., Ella Josephine and Walter C.

JAMES H. HEALY,

Lieutenant Hook & Ladder Company No. 25, Chicago Fire Department, was born in Brooklyn, N. Y., July 29, 1857, and educated in the public schools. After leaving school he worked on a farm and later drove on the Erie Canal until he came to Chicago, September 25, 1872, after which he worked for George B. Johnston, on the Board of Trade, for one year, and later for B. P. Hutchinson, until he joined the Fire Department, September 3, 1878, being assigned to Truck 2; was transferred to Engine 5 in October, 1878; to Engine 7, December 31, 1878; to Engine 10, March, 1879; to Engine 26, May, 1879; to Engine 23, September, 1879; to Engine 4, December 31, 1879; to Engine 9, April, 1880; to Engine 16, May, 1880; to Engine 10, June, 1880; later to Truck 2; to Chemical 4, and successively to Engines 23, 7, 11, 5, 6, 17, 20, 17, 22, and 33. He was promoted to Lieutenant, July 31, 1893, and transferred to Truck 25, when the company was organized. Lieutenant Healy was married in Chicago, May 4, 1881, to Miss Lydia J. Anderson, and two children—a son and a daughter—were born to them. The daughter is still living. Lieutenant Healy's continuous service for so many years is proof positive of his worth as a plucky, brave fireman, always ready for any duty that he may be called upon to perform.

JAMES J. HEALY.

Colonel James J. Healy, distinguished veteran of the war of the Rebellion and officer in the Illinois National Guard, was born in Cincinnati, Ohio, March 6, 1848. His life since early boyhood—at least that portion of it not spent in the active service of his country—has been passed in Chicago. His early educational training was received in the public schools of that city, after completing a course in which he studied at the University of Notre Dame, Indiana, and at St. Mary's of the Lake, Chicago. Even before he reached the minimum age sanctioned by law for the beginning of military service, he enlisted in Company G, One Hundred and Thirty-second Illinois Volunteer Infantry, for a term of eight months. At the expiration of that period he re-enlisted, November 7, 1864, in Company C, of the Thirty-second. This company was afterward consoli-

dated with "C" of the Fourteenth, and still later with "C" of the Twenty-first United States Infantry, and Mr. Healy continued in the regular army until May 12, 1869, when he was honorably discharged at Camp Verde, Arizona Territory, with the rank of First Sergeant. His service during the Civil War was chiefly confined to the States of Missouri and Kentucky, following Rosecrans in the former and Colonel Price and Colonel Hicks in the latter, at Columbus, Paducah, Smithfield and Mayfield. Subsequent to the close of the rebellion the Twenty-first was ordered to the Far West, and here Mr. Healy gained experience as an Indian fighter. He took part in many sharp skirmishes with the redskins and received a severe wound in the left leg at Grief Hill, while commanding an escort to a train proceeding from Camp Lowell to Camp Verde.

Mr. Healy's love for his old comrades in arms did not abate with his discharge from active service. In the councils of the Grand Army of the Republic he has taken a conspicuous and active part. For two years he was Senior Vice-Commander of Ransom Post, No. 1, Department of Illinois; for a time a member of Grant Post, No. 28, and in 1891, commander of America Post, No. 708, of which he is at present Adjutant. He has been a delegate to National Encampments at Denver, Minneapolis, Portland (Me.), San Francisco, St. Louis, Columbus (O.), Boston, Milwaukee and Detroit. He has also served on the Staffs of Commanders-in-Chief Kountz, Fairchild, Rea, Warner and Palmer, and in 1890 and '91 served as Chief of Staff to W. L. Diston and H. S. Clark, Department Commanders for the State of Illinois. He has also been a prominent member of the Veteran Union League of Chicago, of which organization he was for four years the President, and was the original promoter and manager of the Great War Concert given under the auspices of the Veteran Union League in Convention Hall, Auditorium, Monday Evening, June 18, 1888, the night preceding the Republican National Convention and opening of the Auditorium. He has also been chairman of the Committee on Political Action of the same body, under whose auspices the famous "sextette" of Union Generals issued their famed protest against populism. Mr. Healy's eminent fitness for military command has been recognized by both the city of Chicago and the State of Illinois. In 1869 he was drill-master of the city's police force; was inspector of the First Brigade, I. N. G., serving on the staff of General Joseph T. Torrence, with the rank of Major; and has been for five years Adjutant of the artillery battalions of the Illinois National Guard.

In civil life Colonel Healy has attained marked distinction. From 1870 to 1874 he was connected with the Registry Division of the Chicago Postoffice, resigning his position to accept an appointment as deputy-clerk of the Superior Court, where for sixteen years he has been chief deputy, and on the election of John A. Linn as Clerk was re-appointed. He still occupies the post of Chief Clerk, whose arduous

and responsible duties he has for twenty-four years discharged with a courtesy, fidelity and ability, which have commanded universal confidence and admiration of the Judiciary and members of the bar.

In politics Colonel Healy is an ardent Republican and has been for many years an energetic and successful worker for the success of his party. During the campaign of 1896, he had personal charge of the military on a railway train in the interest of the election of President McKinley and Governor Tanner, which was, to say the least, a novelty in the way of electioneering methods. Many noted citizens of Illinois were passengers on the train and the approach of the distinguished party at different stations was heralded by the discharge of cannon, one car having been fitted up as a sort of armory with a twelve-pound brass Napoleon gun and several mortars. When halts were made, the orators spoke to the gathered crowds from the car platform, but no stop was made for a period exceeding sixty minutes. The unique scheme originated in the fertile brain of the State Central Committee, and was executed by Colonel Healy, who also conducted through the State, in the same way, a "Patriot Heroes' Battalion," his first charge having been popularly known as "The 'Governor's Flying Squadron.'" He had the immediate command of the artillery of this train, being one of the leading spirits and organizers in the new method of campaign work.

Mr. Healy was commissioned March 10, 1896, Captain and Adjutant of the Artillery Battalion, Illinois National Guard; was commissioned July 29, 1899, Major in Colonel Quinton's provisional regiment, Illinois Volunteers, authorized in compliance with joint resolutions of the Forty-first General Assembly, providing troops for war with Spain. Colonel Healy was one of the chief factors in securing the holding of the Thirty-fourth National Encampment of the Grand Army of the Republic in Chicago in 1900, serving on the Committee of Invitation and, on the reorganization of the committees after acceptance, was placed on the General and Executive Committees, including that on Finance, and was also made Chairman of the Badge Committee. During the parade on this occasion he was placed in command of the Wisconsin Division of the Grand Army. On June 6, 1901, Colonel Healy was elected and commissioned Lieutenant-Colonel of the Second Regiment, Illinois National Guard, a position which he still holds.

FRED HECKER.

Fred Hecker, furniture dealer and undertaker, Arlington Heights, Cook County, Ill., was born in Germany, November 10, 1847, and came with his parents (John and Sophia Hecker) and a younger brother, to America in 1865, settling in Du Page County, Ill. He was married at Addison, Ill., October 25, 1872, to Dora Siems, and has two children: Annie and Bertha. While living in Du Page County he held the office of County Commissioner for

several terms and has also been Town Collector and Village Trustee. In September, 1899, he began business as furniture dealer and undertaker at Arlington Heights, Cook County. Mr. Hecker is a Republican in politics, and in religious belief a Lutheran.

JOHN HELFERT.

John Helfert, driver on Engine 74, Chicago Fire Department, was born in Chicago, March 16, 1866, was educated in the St. Bridget Catholic and Holden public school, and, after leaving school, commenced driving team until he joined the Fire Department, August 23, 1887, when he became driver on Engine 16. On April 1, 1888, he was transferred to Truck 11; on December 1, 1896, to Engine 74, where, according to latest report, he was still in active service. He has not had any serious injuries, and has always attended to his duties faithfully. He was married in Chicago to Miss Margaret Kind, April 14, 1891. Three children have blessed this union.

FRANK J. HELM.

Frank J. Helm, Superintendent Lake Shore Elevator, Sixty-sixth Street and Calumet Avenue, Chicago, was born in Toledo, Ohio, in 1869, the son of Frederick and Catherine (Kelsmann) Helm, the father being a native of Germany and the mother of Ohio, but of German parentage. The father, who was a miller, died in 1896 at sixty-five years of age, but the mother is still living. Their children were: Charles, Mary (the wife of C. B. Rogers of Coldwater, Mich.), and Frank J. Frank J. Helm engaged in the grain business at Coldwater, Mich., in 1887 with the Coombs Milling Company, remaining three years, when he came to Chicago and for six years was in the employ of the A. F. Walter Co., grain merchants and elevator men, then entering upon his present engagement with the Lake Shore Elevator. This elevator was erected in 1896, has a capacity of 150,000 bushels, transferring sixty to eighty cars daily, and is operated by Churchill & Company, commission merchants. It employs about twenty men and Mr. Helm has had charge ever since its construction. On December 8, 1897 he married Miss Charlotte Anslow of Chicago, and they have one son, Harold, born February 27, 1899. Fraternally Mr. Helm is identified with the Knights of Maccabees and the Masonic Order, and politically is a Republican.

MARY E. HELM.

Mary E. Helm, Arlington Heights, Ill., was born at Wheeling, Ill., June 5, 1855, the daughter of Thomas Allison, who was born in England in 1823, and came with his parents (Thomas and Mary Allison) to Illinois in 1832. The family remained in Chicago for a few months, but soon after located on a claim on the North Branch, three miles from Chicago. Three years later the senior Allison sold his farm to A. N. Fullerton and removed to Northfield, Cook County, where he died in January,

1880. The junior Allison attended the first school ever taught in Chicago in 1832, which was attended by a number of half-breeds. In 1852 he was married to Penthea H. Miller, a native of Ohio and daughter of Henry and Elizabeth Miller, natives of New York State, who settled in Wheeling Township in 1839. Mrs. Helm was educated at the Cook County Normal School and, on March 29, 1870, was married at Arlington Heights to Lewis G. Helm. She has had three children: Frederick W., Howard A. and Raymond B. Mrs. Helm is a member of the Methodist Episcopal Church.

JOHN J. HENNESSY,

General Storekeeper and Clerk, at Headquarters Chicago Fire Department, and Financial Secretary Firemen's Benevolent Association, Chicago, was born in Elmira, N. Y., July 22, 1849, came to Chicago with his parents in 1850, and was educated at the Dearborn school. He joined the Chicago Fire Department as a member of Hook and Ladder Company No. 1, July 6, 1874, and served there until November 7, 1875; was promoted to Lieutenant, July 14, 1877; transferred to Truck 6, October 18, 1877; to Engine 5, May 1, 1880, and promoted to Captain December 31, 1883. Later he was transferred to Engine 6, and from there, at different times, to Engines 13, 42 and 32. On January 15, 1880, while going to a fire, he was thrown from his engine at the corner of LaSalle and Monroe Streets, receiving a fracture of his knee and ankle, which incapacitated him for active duty. He was detailed at Headquarters, August 10, 1891, as Clerk and Storekeeper, and still retains that position, enjoying the esteem of all with whom he is brought in contact for his kind and affable manner. He is always ready for any good word and work. He was married to Miss Anna Hennessy in Chicago, on the 11th day of November, 1891, and two children have blessed this union.

HARVEY R. HENRY.

Harvey R. Henry live-stock commission merchant, Chicago, was born in Lowville, Lewis County, N. Y., May 26, 1838, and educated in the public schools. After leaving school he came to Chicago, arriving March 20, 1860, and was yardmaster at the Michigan Southern Stock Yards for about two years. He then bought and shipped live-stock in partnership with his brother, James F. Henry, for about three years, and was yardmaster for the Union Stock Yards & Transit Company when the yards were opened December 25, 1865, and until June, 1866. Later he bought live stock for Tilden & Curtis, of St. Joseph, Mo., and then worked for Jesse Adams about two years, for Adams & Eldredge one year, and was connected with Sanford Green, shipping hogs to New York. In 1870 he formed a partnership with Jesse Adams and H. E. Mallory under the style of Adams, Mallory & Henry, which continued for two years, and after its dissolution, continued in business on his own account until he formed a partnership with T. C. Hough, under the style of Henry

& Hough, which lasted for two and a half years. Mr. Hough having then retired, Mr. Henry again went into business alone, but later formed a partnership with E. H. Ellett, under the style of Henry & Ellett, which continued for twenty-six months. At the expiration of this period Mr. Henry resumed business on his own account, which he still continues in the Exchange Building at the Union Stock Yards, by his faithful attention to the interests of his customers winning his full share of business. Mr. Henry was married at Martinsburg, N. Y., September 14, 1865.

CHARLES HERENDEN.

Charles Herenden, expert in fermentation, inventor and manufacturer, was born in Richmond, Province of Ontario, Canada, November 11, 1859. His father was Hamilton H. Herenden, a native of North Adams, Mass., of English parentage, a decorative painter and artist of marked ability; his mother, Harriet (Johnson) Herenden, was a native of Richmond, but also of English extraction.

Young Herenden enjoyed but limited educational advantages, having been, at the early age of thirteen years, apprenticed to learn the bakery and confectionery trade in the town of Aylmer, Ontario. This was the humble starting point of what has proven to be a most remarkable business career, one which has been unique in many ways and in one respect, without parallel.

It is surely a far cry from an uneducated apprentice boy in a bake shop at thirteen, to an acknowledged world's expert in a scientific and practical branch of knowledge at forty-four. Yet such is the record of Charles Herenden. It is a wonderful thing to be able to say of any man, "he is probably the best in the world in his line," no difference what his sphere of accomplishment may be or how insignificant its importance in the world's economy. But when it chances to be along lines affecting directly mankind's most necessary dependence—the food supply—the value of his skill or knowledge to the world is correspondingly increased and in like proportion the credit to the man himself.

When Mr. Herenden began to learn the art of making bread, he was not content, boy as he was, to simply follow routine lines and perform his daily task in the shop. He began studying all the constituent parts and conditions that entered into the composition of the different kinds of bread and cakes. This led him to study thoroughly the distinctive qualities of the various flours used, and he became particularly interested in the yeast problem. He soon realized that therein lay the life principle, the key to the situation. He studied, marveled at and experimented with the constantly varying results produced by combinations at different degrees of moisture and temperature. This was the beginning of a line of investigation, of experimenting, of continual delving and digging into nature's mine of secrets, until, today, Mr. Herenden is acknowl-

edged, by the most eminent chemists, leading bakers and food packers of the world, as probably the most reliable authority and expert in all matters pertaining to the production or prevention of fermentation. He is continually being called in consultation throughout America and Europe, by large handlers of food-stuffs, to remedy defects in their processes of production, or to save from loss cargoes or great batches of valuable foods that manifest evidences of fermentation, where such a condition would result in total loss unless promptly checked.

When he is called to the scene of action, he begins his work precisely as the intelligent physician would begin the treatment of a serious illness; the first thing to do is to correctly diagnose the case. He begins at the very beginning, ascertaining first, even to the smallest detail, the primary condition of every constituent part of the food, whatever it may be; then the treatment to which it was subjected in each step or stage of its manufacture; the conditions under which it passed from the grain in the field, or the cattle in the pasture, as the case may be, to the food product then before him. When the link of error or oversight is reached in this chain of investigation, he is able, by his thorough knowledge of the subject, to detect the defect at once and apply the proper remedy. There is one marked advantage Mr. Herendeen possesses over the most advanced physician in making his diagnosis; he can dissect, scrutinize and analyse his subject in a way the physician cannot, hence his freedom from mistakes.

Mr. Herendeen remained in his apprenticeship at Aylmer nine years; then engaged in business for himself at St. Thomas, Ontario, where for ten years he conducted a successful baking establishment, and also engaged in various other lines of business; among other things, the wholesale oyster and fruit trade and the manufacturing of Herendeen's celebrated mince-meat, which is still a standard article on the market in the Dominion. He employed as many as seventy hands in this branch of his business alone. It was during this period that he invented and patented "Herendeen's Oriental Flour," which has since become celebrated throughout the civilized world. He has large mills for the manufacture of this flour at Danville, Ill.; manufacturing plants and warehouses in Chicago, Ill., and in Liverpool, England; also warehouses at New York City, San Francisco, Cal., and Toronto, Canada. Besides his patents on the manufacture of flour, he has patented various mechanical appliances for use in connection with baking, such as bake-ovens, dough-mixers, etc.; also chemical compounds for checking and controlling fermentation. He also manufactures a fine quality of grits, hominy and other cereal products.

From the extent and magnitude of his business interests it may readily be conceived that Mr. Herendeen is a busy man, but he manages to find time to indulge in his favorite pastime of golf when opportunity offers. He is a golf

enthusiast. He enjoys rural life and contact with nature, and this perhaps had much to do with his purchase, in the autumn of 1903, of a magnificent stock-farm (one of the best in the State) of 560 acres, located on the Chicago & North-Western Railroad in McHenry County, fifty-two minutes' ride from Chicago. Here he has a beautiful lake (Crystal Lake) located entirely within the boundary lines of his possessions, well stocked with different varieties of the finny tribe, and here he delights to welcome his many friends during the outing season. He anticipates making of this property an ideal country home, stocked with the very best breeds of animals, especially thoroughbred horses, of which he already has a number.

Mr. Herendeen was married at Aylmer, Canada, January 1, 1876, to Miss Helen Emma Pankhurst, daughter of John C. and Elizabeth (Graham) Pankhurst, of that place. Mrs. Herendeen's father was, for many years, prominent in the province as a newspaper publisher and editor, and is a brother of the late Dr. R. M. Pankhurst, barrister and politician of Manchester, England, one of the noted men of his day in Great Britain. Four children have been born to Mr. and Mrs. Herendeen: Harry Claude, Florence Marsden, Nellie May and Charles Frederick. Mr. Herendeen's wife and children have accompanied him on his extensive travels, time and again, thus visiting most of the prominent cities of the world.

In religious belief Mr. Herendeen is a Baptist; in politics a Republican, and fraternally is a member of the A. F. & A. M., Ancient Order of United Workmen and the Ancient Order of Foresters.

The above is a brief summary of a career in many respects out of the ordinary. He claims never to have had any assistance in business, never to have borrowed a dollar, never to have bought on credit or owed a dollar past the time of its becoming due, and never to have made a failure of any business enterprise in which he has engaged. He attributes much of the credit for this remarkable fact, to the helpfulness and intelligent assistance rendered him by his faithful wife. Married when each were but seventeen years of age, their lives and efforts, tastes and habits have conformed and harmonized; thus perfecting a union that has been mutually helpful and sustaining.

JOHN J. HERRICK.

Success in any calling is an indication of close application, industry and faithfulness. There are few professions more honorable, and few which offer better opportunities than does that of the law, for the display of character, sterling worth and ability. To the lawyer are necessarily entrusted matters of confidence, involving property, reputation, and at times, even life itself; and upon his skill, loyalty and ability, the rich and poor, strong and helpless, often depend. Success in life is something to be proud of, and the world is better for the life of every successful man. It is a stimulus to others less fortunate in the fray, and an

example for them to emulate. The greatest reward of the successful man is his consciousness of having acted well his part and contributed something toward the betterment of his fellow-men. Yet the subject of this sketch lays claim to no particular honor for having fulfilled the obligations of his profession, and for having become a successful lawyer and a prominent citizen.

John J. Herrick was born at Hillsboro, Ill., May 25, 1845, the son of Dr. William B. and Martha (Seward) Herrick. The Massachusetts family of Herricks are a branch of the ancient family of that name, of Leicestershire, England, a family prominent in this country to-day, and one which, in the past, had many illustrious members. Jacob Herrick, the great-grandfather of the subject this sketch, was a Lieutenant in the War of the Revolution, and after that struggle, settled in Durham, Maine, where he became a Congregational minister. His son, Jacob, was born in and resided in Durham, and here his son, William B., father of our subject, was also born. The Swards on the maternal side are old residents of Illinois. John B. Seward, the maternal grandfather of John J. Herrick, was a native of New Jersey, who settled at an early day in Montgomery County, Ill.

William B. Herrick, father of John J., arrived in Chicago in 1844. He was Surgeon of a regiment of Illinois Volunteers during the Mexican War, and became one of the first Professors of Rush Medical College, and also the first President of the Illinois State Medical Society. He was prominent in both medical and scientific circles, as well as in civil and social life. But the toil, hardships and exposures of campaign life had left their effects upon his system, and his health failing, he was compelled in 1857 to have recourse to his native air, and returned to Maine.

The subject of this sketch received his preliminary education in the public and private schools of Chicago, and after the return of his father to the State of Maine in 1857, he attended the Lewiston Falls Academy, there preparing for Bowdoin College, which he entered in 1862, and from which he was graduated in 1866. Returning to Illinois, he spent the winter of 1866-67 in teaching school in Hyde Park, then a suburb of Chicago. Deciding upon the law as a vocation, in 1867 he became a student in the offices of Higgins, Swett & Quigg. Entering at the same time the Union College of Law, at Chicago, he was graduated with the class of 1868, and selected to deliver the class valedictory. Three years later he commenced the active practice of his profession—having in the meantime remained with Messrs. Higgins, Swett & Quigg as clerk and student, gaining thereby much additional legal knowledge and valuable experience of a practical nature. As in business, so in professional life, much depends upon the manner in which one's career is opened. From the very outset, that of John J. Herrick has been a marked success. He soon acquired considerable reputation from his

connection with several important cases—among others, the suits growing out of the alleged fraudulent election of Michael Evans and others to the South Town offices, and their ouster from office in 1876, and those growing out of the failure of the firm of John B. Lyon and Company, in 1872, and their suspension from the Board of Trade. In 1878, Mr. Herrick became associated with the late Wirt Dexter, and in 1880, Mr. Charles L. Allen was admitted to the partnership, the firm becoming, Dexter, Herrick & Allen, and thus it continued until the death of Mr. Dexter, in May, 1890. For several years Mr. Herrick was associated with Mr. Allen alone, but by the admission of B. K. Boyesen and Horace Martin it has now (1904) assumed the name of Herrick, Allen, Boyesen & Martin.

Among the many other important and noted cases with which Mr. Herrick has been connected may be mentioned the case of Devine vs. The People, out of which arose the question of the constitutionality of the law authorizing the County Commissioners of Cook County to issue bonds without a vote of the people; the case of Barrow vs. Burnside, argued before the Supreme Court of Iowa, and the Supreme Court of the United States, involving the validity of the Iowa Statute as to corporations of other States, known as the "Domestication Law," the cases of Stevens vs. Pratt, and Kingsbury vs. Sperry, before the Supreme Court of Illinois, and of Gross vs. United States Mortgage Company, and the United States Mortgage Company vs. Kingsbury, before the Supreme Court of the United States, involving important questions as to the rights of foreign corporations in Illinois, and the construction of the Illinois Statutes as to guardians; that of the Chicago & Northwestern Railroad Company vs. Dey, and other cases before the United States Courts in Iowa and Illinois; the State vs. the Chicago, Burlington & Quincy Railroad Company, before the Supreme Court of Nebraska, involving questions of constitutional law, and important as defining the rights of railroad corporations; Spalding vs. Preston, involving new and important questions as to the construction of the Illinois Assignment Law; and the Taylor and Storey will cases. Space alone forbids an enumeration of many other and important cases with which Mr. Herrick has been connected. At present, representing large corporate and private interests, the firm of Herrick, Allen, Boyesen & Martin have a fine record, and a reputation second to none.

Mr. Herrick has held, at various times, numerous offices in the Chicago Law Institute, the Chicago Bar Association and the Citizens' Association. He is also a member of the Chicago Literary Society and the University Club. He is a regular attendant at the Central Church founded by the late Professor David Swing, but now under the pastorate of Dr. Gunsaulus.

In politics, Mr. Herrick, until 1884, was a National Republican, but, in 1884 and in 1888, he voted for Grover Cleveland, and is now an advocate for the reduction of tariff on the line

of free trade and civil service reform. In municipal and local affairs he is non-partisan, believing in measures and men rather than in mere political wire pulling. He was married to Miss Julia A. Dulon in 1882, and they have three children.

In the truest sense, Mr. Herrick is a high-minded gentleman, of scholarly attainments, and in his professional, as in all his other relations, seeks something higher and better than mere personal gain. With broad views of life, he rises above his calling or his environments, using them all as but means for the accomplishment of noble ends. Conscious of his own powers, he is yet modest and unassuming in manner, and never courts notoriety; and, while firm in his convictions, is tolerant of the opinions of others.

As an advocate Mr. Herrick is eloquent at times. Clear and concise in style his arguments are sound and thoroughly logical, and rarely fail to convince. He is, withal, a courteous gentleman, affable and possessing the faculty of making and retaining friends, of whom he has a host. He is counted among Chicago's leading lawyers, and has the confidence and respect of all who know him. And none more richly deserves to be ranked among the city's representative men.

ROBERT HERVEY.

Among the older members of the Chicago bar, following the pioneer period, Robert Hervey was for a generation one of the most prominent. He was born in Glasgow, Scotland, August 10, 1820, the son of Alexander and Elizabeth (Gibson) Hervey. His father died when the son was about eleven years old, and the latter was educated at the grammar school of his native city and the Glasgow University. While a student at the University he began the study of medicine and, although he did not prosecute the study to completion, the knowledge thus acquired proved of great value to him after he entered the legal profession. At the age of seventeen years Mr. Hervey went to Canada with a view to engaging in the mercantile business with his uncles, but on the advice of one of the latter decided to study law and became a student in the office of Henry Sherwood of Brockville, who was afterwards Attorney-General for the Province of Ontario. When his preceptor removed to Toronto to enter upon his official duties, Mr. Hervey accompanied him to that city, and was there admitted to the bar in 1841. He then opened an office in Ottawa, Canada, where he continued in practice until 1852, when he removed to Chicago, and on September 25th of that year was admitted to the Illinois bar, remaining in practice continuously until compelled to retire on account of failing health.

After coming to Chicago, Mr. Hervey's first business connection was with Buckner S. Morris and Joseph P. Clarkson, the latter a brother of Bishop Clarkson, who was then rector of St. James Episcopal church and afterwards Bishop of Nebraska. This partnership was continued

four years, and later Mr. Hervey was associated with James A. Hosmer and the late Judge Elliott Anthony, during a part of the latter period, the firm being Hervey, Anthony & Galt. Mr. Hervey was also for a time senior member of the firm of Hervey, Galt & Magruder—the last of the firm being now a Justice of the Illinois Supreme Court—and was still later head of the firm of Hervey & Clements. Judge Elbridge Haney, later of the Superior Court of Cook County, studied law with Hervey, Anthony & Galt, and after the dissolution of the firm, occupied the same office with his venerable preceptor.

Mr. Hervey's career as a lawyer was a most notable one. Of distinguished appearance, dignified and courteous in manner and possessing a high order of eloquence, he was regarded for many years as one of the ablest trial lawyers of Chicago, and was connected with some of the most notable cases before the Chicago courts. In 1873 he was admitted to practice before the Supreme Court of the United States, and in 1883 received the degree of Doctor of Laws from the Wesleyan University at Bloomington. He was one of the founders of the St. Andrews Society of Chicago, of which he became a member in 1852. Mr. Hervey was one of the founders of the Chicago Bar Association, and was President of the Law Institute. He was also a member of the Masonic Fraternity from 1865, and identified with the Independent Order of Odd Fellows.

Mr. Hervey was first married to Miss Maria Jones, who fell a victim to the cholera epidemic in Chicago in 1854. She bore him four children—Alexander, Robert, David and Sophia, the latter now Mrs. Sophia Jones of Toronto. In 1861 he married Miss Frances W. Smith, a native of Rochester, N. Y. In 1900 he married, as his third wife, Miss Jennie E. Graham, a Canadian lady, who survives him.

SEGEL HESS.

To be a cattle-buyer for a great corporation requires almost intuitive judgment of a high order. To look over a train load of cattle, to take in at a single glance their good and bad points, and determine at once their market value, is a task of which few men are capable. When such a man is found he is always in demand. Among these men at the Union Stock Yards Mr. Hess stands forth prominently. From a boy he has had to do with cattle interests, and is widely informed upon everything that touches the live-stock interest. What he knows he puts to use, and is one of the most practical and common-sense men to be found among an aggregation of men known throughout the Union for their level-headedness and sound sense.

Mr. Hess was born in Hechingen, Germany, March 2, 1846, and was educated in the local schools. As a boy he helped his father in a butcher shop, and when he came to Chicago, in June, 1865, here found employment in a butcher shop. In November following he began work for Nelson Morris in his packing house.

Through all changes of name and growing fortunes of this great house he has remained with the firm, and at the present time is numbered among its most reliable and appreciated employes, holding the responsible position of cattle-buyer for the house on the open market. Mr. Hess was married in Chicago, July 28, 1872, to Miss Mary Rieser, and three children have come to bless this union. Mr. Hess finds much delight in his home relations, and his business character and standing are attested by his connection with the same corporation for thirty-five years and his promotion to his present position.

WILLIAM G. HIBBARD.

A gentleman, who, coming to Chicago after he had reached his majority, has mingled in her busy life from 1849, for a period of over fifty years, giving daily attention to the management of a great corporation of which he was the executive head, is an anomaly. Most men who have reached over three score and ten years especially if fortune has crowned their life's labor, feel like retiring from the strife and enjoying the ease and dignity which they have earned. Not so with Mr. Hibbard. With intellect unclouded, and manly strength but slightly abated, with an erect form, firm step and clear vision in his later years, he went about his daily round of affairs as in the days when struggle seemed to be a necessity. His was an inheritance from a vigorous ancestry, strengthened by a life of activity and unimpaired by any of the irregularities or vices which wreck so many lives. In the mind of every Chicagoan the name Hibbard suggests the proud position which the city has attained among the centers of the iron and steel industries of the United States, for he stood at the head of one of the largest hardware houses in the world. He entered upon the hardware trade in Chicago on August 8, 1849, and there were few days in the next half century in which he was not actively engaged in this chosen occupation. Hard work and business genius gave him the mercantile eminence he occupied so conspicuously during the closing years of his business career. Very few of the pre-eminently successful Chicago men have achieved their triumph without the spur of original poverty to stimulate their efforts. Among the men indebted to personal labor for the success of later life is the subject of this sketch.

William G. Hibbard was born in Dryden, N. Y., August 7, 1825. Two years later he was taken to Homer, N. Y., and, in that town and in Cortland, his boyhood was passed, until he made a decision to commence the active business of life in what was then the "Far West." The facts of his outward life were few and simple. The qualities of intellect and character, which constitute the real life, are more subtle and difficult of analysis. Mr. Hibbard was reticent as to his inward thoughts, and was possessed of a genuine modesty in respect to his own personality, which prompted him

to discuss general questions rather than his business or himself.

Mr. Hibbard began his career in Chicago with the house of Blair & Stimson, his knowledge of hardware being limited to an assortment kept in a country store, and his first year's salary was three hundred dollars and board. In 1855 he formed the partnership of Tuttle, Hibbard & Company, which continued for ten years. The force of employes at that time consisted of a bookkeeper, a porter and a sixteen-year-old boy, and the work was not done under the modern eight-hour schedule, as may well be imagined. The panic of 1857 affected the firm with less force than some of its neighbors, for the idea of this house seemed to be "not what you can make, but what you can save," and it held fast to this theory through the subsequent dark days of each succeeding season of panic and uncertainty. In 1865 the firm name was changed once more, this time becoming Hibbard & Spencer. They had just moved into more commodious quarters and were ready for enlarged business on Saturday night, October 7, 1871, when came the great fire. The magnitude of labor and weight of responsibility which the bare suggestion of this calamity brings to mind were exemplified in this case, as in thousands of others. Heroic work saved to the firm most of its books, and about \$15,000 worth of stock, although finally the latter was mostly destroyed on the Lake Park, whither it had been removed for safety. Such goods as were ultimately saved were stowed away in the stable and basement of Mr. Hibbard's premises, which, fortunately, had escaped destruction, and very soon business was resumed in a one-story warehouse built a week after the fire and made safe by a dozen barrels of salt-brine on the roof and a steam fire engine always ready. The shanty, fifteen feet high, if not imposing, was comfortable and convenient, the inside office having planed boards for desks, with empty nail kegs in place of chairs. In spite of disaster, which was dire enough to dismay the stoutest heart, a very successful business was done in this old shanty, with its wooden shed for a warehouse, and it was not until June, 1872, that the firm moved to the site of its present quarters, occupying then No. 32 Lake St. The little boom of 1878 and '79 became the starting point of the colossal growth of this well-known house, which within the last two years has erected a ten-story steel structure, together with a fire-proof five-story warehouse, with electric flat-boats transferring goods from this building across the river to the store.

In 1882 the firm was incorporated under the name of Hibbard, Spencer, Bartlett & Company, under which title it is known the world over. Mr. Hibbard, its senior partner, was a man of liberal views and public spirit, and so highly was he regarded by associated dealers, that his opinion was often sought as a guide to their operations on occasions of doubt and uncertainty. In a word, he may be described

as being unostentatious without hypocrisy or cant, possessing a kindly and generous heart, and an influence altogether beneficent—a man who had made the world better by his life and influence. His accumulations were not the fruit of speculation or wild adventure, but were gathered in the pursuit of legitimate business and placed in safe investment. At an advanced age, he was vigorous alike in mind and body, up to the last directing his vast interests with unfailing energy and sound judgment and enjoying the ripening fruits of an industrious and exemplary life.

The genius of the world can neither devise nor erect a more pleasant monument of eternal greatness than is raised by the life and example of a noble man who transmits to his posterity the heritage of an unsullied name. Mr. Hibbard's death occurred October 11, 1903, terminating an honorable and successful business career.

WILLIAM HICKS.

William Hicks, soldier and farmer, Palatine Township, Cook County, Ill., was born in Monroe, Mass., October 3, 1840, the son of Joseph and Lucinda Hicks. In 1861 he enlisted as a soldier in the Fifteenth Regiment Illinois Infantry, was discharged and re-enlisted at Camp Cowan, in 1863. After this he served until the fall of 1865, when he was finally mustered out of the service. One of his last war experiences was the march from Atlanta to the sea with General Sherman.

NICHOLAS HINSBERGER.

Nicholas Hinsberger, farmer, postoffice address Arlington Heights, Ill., is a native of Prussia, born September 20, 1840. His parents (John and Mary Magdalena Hinsberger) are also, like himself, of German birth. On January 25, 1870, he was married to Annie Walter, and has seven children, named respectively, Mary, Andrew, Rosa E., Anna, Clara, Nicholas and Joseph. Andrew Walter, the father of Mrs. Hinsberger, was one of the oldest settlers of Wheeling, Cook County, having located there in 1848, where he resided on one of his farms in the northern part of the town until his death on July 4, 1901, at the age of eighty-five years.

JACOB HISELMAN.

Jacob Hiselman, pipeman and treasurer of Engine No. 6, Chicago Fire Department, was born in Chicago, May 3, 1861, and educated in the Chicago public schools; later worked at steam and gas-fitting, until he joined the Fire Department, March 23, 1893, as pipeman on Engine No. 6. He has also been treasurer of the company. He has had many narrow escapes from fatal accidents. One of these occurred on January 1, 1897, resulting from an explosion of gas at 81 Wilson Street, which knocked off the side partition of the third floor of the building and threw Mr. Hiselman down two flights of stairs, badly burning his face and hands. About two years ago, at a

fire at the corner of Madison and Canal Streets, while going up the main ladder with the hose, the strap broke, leaving him at the top of the ladder on the fourth story of the building. His hands and face were severely burned before he could be rescued. Mr. Hiselman's father, Frank Hiselman, lost his life at the corner of Division and Wells Streets, during the Chicago fire of 1871, while trying to save a lady who was also burned to death. Nothing was found of his father's remains excepting his heart. His watch was found in the ruins. Fireman Hiselman was married in Chicago, May 1, 1884, to Maggie Bremer, and two boys have been born to them, Peter J. and Harry F.

MELCHIOR HOERNER.

Melchior Hoerner, Superintendent Police Department, Union Stock Yards & Transit Company, Chicago, was born near Carlisle, Cumberland County, Pa., May 3, 1844, nine years later coming to Warren County, Ill., where he was reared on a farm. On July 29, 1862, he enlisted in Company C, Eighty-third Illinois Volunteer Infantry, but in December following was discharged on account of disability. Re-enlisting a few months later (1863) in the Twelfth Illinois Cavalry, he was appointed Sergeant of Company L, serving until mustered out at Memphis, Tenn., May 31, 1865, under General Order No. 77.

Mr. Hoerner came to the Union Stock Yards in August, 1865, and was placed in charge of the main gate of the Union Stock Yards & Transit Company, which position he retained until 1882, when he was appointed Chief of Police of the Union Stock Yards & Transit Company, the force consisting of 117 men. He has had charge of the extra force and all the night work for twenty-four years. Mr. Hoerner is the oldest employe of this company now in their service, and is one of the best known men in that neighborhood for the faithful discharge of his duties and his kind and affable way of treating all with whom he associates. He was a member of the Board of Education of the Town of Lake for the years 1892-93, and is also a member of Mizpah Lodge, A. F. & A. M., Delta Chapter, and Temple Council. Mr. Hoerner was married in Chicago, July 25, 1869, to Miss Norah J. Lynch, and five daughters have been born to them, three of whom are now living, viz.: Effie, Alice and May. Mr. Hoerner has lived in the same house at 4422 Emerald Avenue for thirty years.

PETER MICHAEL HOFFMAN.

Peter M. Hoffman, Coroner, Cook County, was born in the Town of Maine, Cook County, Ill., March 23, 1863, the son of Michael and Annette (Nimsgarn) Hoffman, both of whom were natives of Elsass, Germany. Michael Hoffman, the father of the subject of this sketch, when twelve years of age, emigrated with his parents to the United States in 1842, the family locating on a farm in the Town of Northfield, Cook County, which, at that time,

was but sparsely settled. In the latter part of the year 1848, he started across the Plains for California, reaching there in the latter part of 1849, and after remaining eight years returned to Cook County in 1857, when he located in the Town of Maine. In 1861 he married Annette Nimsgarn of McHenry County, Ill., and they had three sons born to them, viz.: Peter, Urban and George. Typhoid fever entered the family in 1890, and, on April 10th of that year, the son George died at the age of nineteen years, and on November 24th, following, Urban, aged twenty-three, leaving Peter, the subject of this sketch, the only surviving child of the family. Michael Hoffman with his family lived on his farm in Maine Township until 1880, when he located in the village of Des Plaines, where he spent the remainder of his life, dying August 26, 1896. During his residence in the Town of Maine he served for twenty-eight consecutive years as Township Assessor. His widow, Mrs. Annette Hoffman, still survives.

While living on the farm, Peter M. Hoffman spent his winter months in attendance on the public schools, after the family removed to Des Plaines, attending the grammar school at that place and later taking a two-years' course in Bryant & Stratton's Business College, in Chicago. Subsequently he began his business career as clerk in a grocery store, still later being employed as Money Order Clerk in the Chicago Postoffice. In 1884 he entered into the employment of the Chicago & Northwestern Railway Company as Shipping Clerk in Chicago, subsequently holding successively the positions of Receiving Clerk and Cashier, finally being promoted to Chief Clerk for the Freight Department at Grand Avenue and Jefferson Street, Chicago. Other positions held by him include those of Chairman of the Des Plaines Village Board of Trustees and Chairman of the Board of Education for District No. 64, in which he has served for six years and up to the present time.

Mr. Hoffman has always been an earnest Republican and an active worker in the interests of the party which he believes representative of a sound governmental policy. In 1898 he was elected to the office of County Commissioner for Cook County, was re-elected in 1900 and again in 1902, serving three terms of two years each. While a member of the Board he was Chairman of the Cook County Hospital Committee and of the Committee on the Dunning Institution, and for six years a member of the Financial Committee. In 1904 he received the nomination for Coroner of Cook County on the Republican ticket, and was elected by a plurality over his Democratic opponent of over 60,000 votes.

Mr. Hoffman was married August 17, 1888, to Miss Emma May Peet, of Wheeling, Cook County, and they have a family of five daughters and one son, all living, viz.: Edith May, Nettie J., Lela Rae, Marguerite, Evelyn and Gordon Culver. Mr. Hoffman still resides with

his family in the delightful suburban village of Des Plaines, Cook County.

MICHAEL L. HOGAN.

Lieutenant, Armour & Company Fire Department, Union Stock Yards, Chicago, born in Bodeke, County Clare, Ireland, August 16, 1861, was educated in the local schools, and after leaving school, worked on his father's farm until 1880, when he came to Pittsburg, Pa., and there worked for the Carnegie Steel Company for three years. Coming to Chicago in 1883, he worked for the Illinois Steel Company for two years, and then for the West Side Street Car Company until November 25, 1887, when he was appointed Lieutenant of the Armour & Co. Fire Department, and still holds that position. He has had many narrow escapes but has never been seriously injured. He was married to Miss Ellen Nugent, in Chicago, August 26, 1897, and two sons have been born to them. Lieutenant Hogan has shown by his close attention to his many responsible duties that he is always ready when duty calls.

F. A. HOHMAN.

F. A. Hohman, City Clerk, Blue Island, Ill., was born in Albany, N. Y., the son of Valentine and Barbara (Metzger) Hohman, who were natives of Saxony, Germany, and came to New York in 1845, and to Des Plaines, Ill., in 1858. The father died in 1897, and the mother still resides with her son, the subject of this sketch. Mr. Hohman has spent his life in Cook County since coming to the county with his parents in 1858; in 1859 went to Chicago, and 1871 to Blue Island, where he has been a resident ever since. He first engaged there in the contracting and building business, but in 1887 was elected City Clerk, was re-elected in 1889 and has served continuously ever since, filling that position for a longer period than any of his predecessors. Mr. Hohman was married in Blue Island in 1869, to Miss Rosa Echart, the daughter of Christopher and Sophia C. Echart, who were born in Germany and came to Blue Island about 1860, both dying there. Mr. and Mrs. Hohman have had seven children, viz.: Anna (deceased), Florence (now Mrs. Roundstead of Blue Island), Samuel, Daisy, Fred, Alice and Howard. In politics Mr. Hohman is a Republican and takes a deep interest in public affairs; is also a member of Calumet Lodge, No. 716, A. F. & A. M., and Calumet Chapter; of Walhalla Lodge, No. 574, I. O. O. F., and of No 463, Knights of Pythias.

Blue Island was platted in 1837, incorporated as a village in 1872, and as a city in 1902. The City hall, a two-story pressed-brick building, 74 x 76 feet, is occupied by the city library, and the offices of the City Clerk, the Chief of Police, the Superintendent of Police, the Superintendent of Streets and the City Council Room.

GILBERT M. HOLMES.

Gilbert M. Holmes, manager Union Rendering Company and coal operator, was born in

Aurora, Erie County, N. Y., May 17, 1849; was educated in the public schools and graduated at Aurora Academy. After leaving the academy he came to Chicago in 1866, and became connected with the Union Rendering Company, remaining with them for fifteen years. He then scalped hogs for three years, but in 1884 engaged in farming and the live-stock business at Beatrice, Neb. In 1891 he went to Oskaloosa, Iowa, where he was engaged in the coal trade until January, 1898, when he removed to Des Moines, Iowa, and became a coal operator, still continuing in that line of business. Mr. Holmes was married in Chicago, Oct. 10, 1876, to Miss Mary R. Humphrey, and one daughter has blessed their union. Mr. Holmes has a large circle of friends and associates, who esteem him highly for his courteous and gentlemanly bearing as a business man and a citizen.

BENJAMIN F. HOMER

Benjamin F. Homer, who is one of the noted and successful hardware merchants of Chicago, and occupies an enviable position in the trade circles of the great metropolis, was born in Washington County, N. Y., February 19, 1834. When a boy he accompanied his parents to the western part of the Empire State, where he received a common school education. For two years he studied in the Middleburg Academy, and when he was eighteen years old became a teacher. After teaching a year he returned to farming, in which he had previously been engaged, and at twenty-three years of age was married to Emeline C. Firman, of Richfield Springs, in his native State. For a time he was engaged in farming in Livingston County, but after marriage, in company with a cousin, entered into the drug trade. Shortly after, having purchased his partner's interest, he continued the business alone until 1868. In this line he was quite successful, and after following it eight years, sold out, bringing the proceeds of his business with him to Chicago. In July of 1868 he bought an interest in the hardware house of Morris, Hodge & Company, and about two years later Mr. Homer and Mr. Hodge bought Mr. Morris' interest, the firm becoming Hodge & Homer. In 1890 a stock company was formed under the style of the Hodge & Homer Company. This business has steadily increased from the beginning, and at the present time gives employment to a large force of clerks. The firm carries an extensive stock of builder's hardware, mechanic's supplies, machinery, agricultural implements, cutlery, and similar goods.

Mr. Homer is the father of two children, Fred M., who is in the business with his father, and Florence E. Homer, a daughter, who is living at home. Mr. Homer is now residing in Evanston, Ill.

HENRY HAMILTON HONORE.

Henry Hamilton Honore, capitalist, was born February 19, 1824, in Louisville, Ky. His grandfather was Jean Antoine Honore, born in 1755

in Paris, France, the descendant of an old and aristocratic family. Jean Antoine having no taste for the priesthood, for which he had been educated, and intensely imbued with the ideas of that day held by the followers of Lafayette, of whom he was a personal friend, and sharing the latter's enthusiastic sympathies with the great struggle for liberty going on in the new land, as soon as he attained his majority embarked for the United States, bringing a considerable patrimony with him to Baltimore, Md., where he settled in 1781. Here he resided, a conspicuous and respected citizen, until 1806, when he determined to remove to Louisville, Ky., influenced thereto by its promise of future importance as one of the chief cities of the West. He took an active part in the development of the rich country tributary to the Ohio and Mississippi River basins, owned the first steamboat to ply between Louisville and New Orleans, and was for many years recognized as a leading citizen, noted alike for business sagacity and the courtliness of his manners. He died in Louisville in 1843 leaving, besides other children, a son Francis, who had been born in Baltimore in 1792. Francis had not the same inclination for affairs possessed by his father, and lived the life of a country gentleman upon his plantation near Louisville. He married Matilda Lockwood, the beautiful and accomplished daughter of Capt. Benjamin Lockwood, U. S. A. The widow of Capt. Lockwood married John Cleves Symmes, Captain U. S. A. (*quid vide*, also "John Cleves Symmes," his uncle, Revolutionary patriot and founder of Cincinnati, Ohio). Francis was the father of Henry Hamilton.

Henry Hamilton received his early education in private schools and divided his boyhood days between extended visits to his grandfather in Louisville and the home-life upon his father's plantation. Soon after reaching his majority he married Miss Eliza Carr, daughter of Capt. John Carr (*quid vide*) of Oldham County, Ky. Miss Carr was noted for her intellect and beauty, even in that country distinguished for its beautiful women. After his marriage Mr. Honore engaged in the wholesale hardware business in Louisville. Tales told by Captain Lockwood, who had visited Chicago in the days of Fort Dearborn, and those of his father who had passed through the town on his way to Galena in 1840, incited Mr. Honore, in 1853, to visit the scene of his later successes. He returned to Louisville so enthusiastic as to the future of Chicago, that his friends were greatly impressed and ultimately many of them either sent funds to Chicago for investment or themselves followed him after his removal in 1855. Mr. Honore's first Chicago investment was for his home, which he placed upon what is known as the North Side, in the center of a square comprising an entire city block. Later, becoming largely interested in property on the West Side, he removed his residence to that section of Chicago many sub-divisions of which were developed by him, notably the Ashland I. and Ash-

land II. Additions to Chicago, containing the beautiful Ashland Boulevard. The business section of the city also engaged Mr. Honore's attention, he being one of the first to foresee the future of Dearborn Street upon which he had built a number of fine office structures before the great fire of October, 1871. These he immediately re-erected after that catastrophe, confidently predicting what the future has demonstrated—that Dearborn Street would ultimately become the most valuable office-section of the city.

The magnificent system of parks and boulevards encircling Chicago, known collectively as the North, South and West Park Systems, are very largely the result of Mr. Honore's good taste, foresight and public spirit. At a banquet held about the time of the opening of the Columbian Exposition in the South Park, Mr. D. H. Burnham said of Mr. Honore: "Too much cannot be said of what he has contributed to Chicago's growth. Wherever his hand appeared there has been big, broad development; he ever looked into the future, planned for the future, acted for the future. He is a grand, good man. Chicago owes him a monument."

Of Henry Hamilton Honore the man, as he was known to his cotemporaries, it is difficult to draw a word picture. To say that, in adversity and in prosperity alike, he was ever approachable, genial, courteous, tells not of the extreme kindness of his eye, the heartiness of his grasp nor of the almost boyish enthusiasm and frankness of his address. Such natures are to their fellowmen a source of perennial refreshment; for in the dark places of individual experience they bestow encouragement and hope for the morrow by a look or a word, and in days bounded by a brighter horizon, they seem to accent the beauties and enjoyments of the moment for every one with whom they come in contact.

Mr. Honore has lived to see his six children establish themselves firmly in the respect of their fellow-citizens. Three sons, Adrian C., Henry Hamilton, Jr., and Nathaniel K., under the name of "Honore Brothers," conduct a very large business in real estate in Chicago; his youngest son Lockwood, after distinguishing himself at the bar, was on June 1, 1903, elected to the bench of the Circuit Court of Cook County; his elder daughter, Bertha, is the widow of one of Chicago's greatest and wealthiest citizens, Potter Palmer; his youngest daughter, Ida, is the wife of Brig-Gen. Frederick Dent Grant, the son of Gen. U. S. Grant, and recently United States Minister to the Court of Austria-Hungary.

SOLOMON P. HOPKINS.

It is always pleasant either to tell or to read the life-story of a self-made man of a lofty type. The patience under trial, the courage in the face of defeat, the energy, resolution pluck and power of endurance displayed by such men make us proud of our common humanity. To win one's way from

the deck of a steamboat to a seat in legislative halls; to rise through one's own efforts from a humble post of duty to a position of grave responsibility and high emolument—this is a record of which one's posterity may well be proud.

Synoptically this is the narrative of the life of the late Samuel P. Hopkins. He came into the world on March 2, 1828, in the village of Fishkill, Dutchess County, N. Y. His early intention was to become a lawyer, but fate decreed otherwise, and after a year's study he put away his text-books to become a "steam-boatman." Going to California in 1852 he spent some time in the handling of grain, meanwhile filling the office of Justice of the Peace. Tiring of life on the coast, he turned his face toward the East, but got no farther than Ozaukee County, Wis., where for two years he carried on business as a flour merchant. It was while living in Wisconsin in 1855 that he met and married Miss Euretta A. Taylor, who with her only son, Fred B., yet survives him, having her home in Chicago.

Mr. Hopkins came to Chicago in 1856 and at once engaged in dealing in live stock. In 1874 he took up his residence in the town of Lake, and there lived during the remainder of his life. For some years he held the position of inspector of the Stock Yards and Transit Company, and later became the representative of the combined railroad interests doing business at the Yards. In July, 1882, ill health compelled his resignation and on January 6th, following, his useful life came to a close.

He was a man of strong personality and of deep, earnest conviction. His standard of morality was high, and from it neither circumstance nor the allurements of prospective gain could induce him to deviate. His death was deeply deplored, alike by his business associates and the community at large. In politics he was a staunch Republican, and represented his legislative district in the Twenty-eighth, Twenty-ninth, Thirtieth and Thirty-first General Assemblies.

JAMES HORAN.

James Horan, Second Assistant Fire Marshal, Chicago Fire Department, was born in Chicago in 1859, was educated in the public schools of his native city and joined the Fire Department in January, 1881, being assigned to duty as pipe-man on Engine No. 1; was transferred as truckman to Hook and Ladder Company No. 4 in 1884, and promoted while there by the "Grand Old Chief," to the rank of Lieutenant. In 1886 he was transferred to Engine No. 15, and during the same year to Engine No. 11. Here he was made Captain and assigned to the command of Engine 13, in the heart of what was then the perilous wholesale district. He was transferred in 1888 to Truck No. 6, where he made a fine record, which hastened his promotion to the Chief of the First Battalion, to which he was appointed on the 26th day of July, 1893. He succeeded Chief Patrick O'Malley, who went to

Jackson Park and, not long after, responded to the death call. Viewing the remains of his warm-hearted predecessor, Horan observed, "God never made a braver man than Pat O'Malley." The remark published in the daily papers was echoed throughout the department.

From 1893 for years Chief Horan was the first commander at all fires in the "down-town" business district. He was first at the Ayers Building fire, where eleven citizens lost their lives and where Fire Patrol No. 1 had so close a call in the collapse of the structure; at the conflagration in the Chicago Toy Company's works, where the men of Truck 6 had so narrow an escape; at the clothing house fire at Franklin and Van Buren Streets, where three men of Engine No. 2 were killed by falling floors; at the fire of Gillett's flavoring extracts factory, and many others too numerous to mention. In August, 1903, he was appointed Third Assistant Fire Marshal and after the appointment of Chief Campion at the head of the Fire Department in 1904, was advanced to the position of Second Assistant. Chief Horan's ability is not only known in the department, but is recognized by the press and the public. He is regarded as a stalwart by his friends in the business community and among his associates where, by his faithful discharge of duty and his kind and generous attention to the wants of others, he has drawn around himself a large circle of personal friends.

COURTNEY H. HORINE.

This sketch will readily recall to one familiar with the history of the Union Stock Yards in their early days, one of its enterprising and reliable operators. In the days when individual character was a pronounced factor of success Mr. Horine stood prominent and was known throughout the Northwest as a man of integrity and business ability. For many years he was active in every enterprise and movement to which his attention was invited and which looked to the building up of Chicago and the Stock Yards. His knowledge of business was recognized, his character was above reproach and he held an honorable place in that coterie of old-fashioned and courtly gentlemen, full of enterprise, but who would scorn a mean act and whose simple word was a bond. His career has been varied and interesting, and his last years are invested with the respect that comes from industry and integrity.

Mr. Horine, who is still a live-stock commission merchant in Chicago, was born in Jessamine County, Ky., June 6, 1829, and acquired his education in the "poor man's university," the district school, which he left at an early age to become an apprentice at the carpenter's trade. In October, 1847, he came to Bloomington, Ill., and cast his lot with the people of that thriving inland town. After the fires of Civil War were lighted he enlisted in 1862, in Company A, Ninety-fourth Illinois Volunteer Infantry, and served his country as a private soldier, making an honorable record and participating in many

important engagements. In 1867 Mr. Horine came to Chicago where he soon found employment for his business abilities in the live-stock commission trade. In 1870 he organized the firm of Horine Brothers & Company, in this enterprise being associated with his brother, F. M. Horine, H. B. Steck and others. This firm was continued with occasional changes until 1895, when all interested parties retired but Mr. Horine. Then he became associated with Thomas, Starrett & Company with whom he is still connected.

Mr. Horine was married near Bloomington, Ill., November 6, 1850, to Miss Sarah Mason, who became the mother of eight children and passed away September 24, 1893. Five of their children are still living. On May 14, 1896, he married, as his second wife, in Chicago, Miss H. M. Bowser. Mr. Horine has led an active and strenuous life, and has contributed to the up-building of Chicago and the Union Stock Yards to their present mammoth proportions.

CHRISTOPH HOTZ.

In all those elements which enter into the make-up of the successful manufacturer and enterprising business man, as well as the genial citizen and leader in educational and other public enterprises, Chicago has had no more notable example than he whose name stands at the head of this article. He was born in Wertheim, Grand Duchy of Baden, Germany, January 25, 1842, the son of Gottfried Hotz, a chandler and grain-merchant by occupation. He spent the early years of his life in attendance on the public schools of his native place, which he entered at the age of five years. Later he became a pupil in the Latin School, in the meantime studying mechanics under the tutorship of Prof. Andreas Fries, preparatory to entering the Polytechnic School at Karlsruhe, where he graduated with high honors in 1860, at the age of eighteen years. While a student he spent much of the time during his vacation on boats owned and employed by his father in the prosecution of his business on the rivers Main and Rhine, thus early becoming acquainted with practical business methods and with the country bordering upon these historic streams.

After graduating from the Polytechnic School at Karlsruhe, following the custom of the time, he started in business life as a journeyman, in this capacity working in the various branches of his future vocation in the most noted factories and establishments of Switzerland where his technical education was efficiently utilized, thus supplementing in a practical way the training he had received in the schools. After six years spent in this manner, he was recognized as a "master" in his profession, and his thoughts were naturally directed to securing a permanent position for the employment of his talents. It was while still a student at Karlsruhe that, as he said: "I had the good fortune to meet a fellow-student named Peter Schuttler of Chicago. We were close friends, and, after parting, we kept up a desultory correspondence, his

letters invariably holding out the superior opportunities of success in the United States, which so impressed me that I sailed on the evening of April 13 (1866), on the steamship "Eugenie," for the New World, arriving in New York May 2, 1866."

Mr. Hotz, having reached Chicago, first found employment in the establishment of Messrs. P. W. Gates & Co., manufacturer of mining and other machinery, located on Canal and Washington streets, and, after a year spent with this firm, opened up an establishment on his own account. About this time he was married to Miss Catherine Schuttler, the only sister of his friend Peter Schuttler, and out of this relationship came the partnership of the brothers-in-law, which was organized August 22, 1868, under the firm name of Schuttler & Hotz, their business being carried on at the southwest corner of Randolph and Franklin streets, where it was originally established by Peter Schuttler, Sr., for the manufacture of wagons, in 1843. This extensive establishment, with all its stock and machinery, shared the fate which befell all down-town property as the result of the disastrous conflagration of October, 1871. The factory was promptly rebuilt on the corner of Clinton and Monroe streets, and, less than seven months after the date of the fire, was reopened and in full operation on an enlarged scale. For this task, requiring the exercise of both business judgment and mechanical skill, Mr. Hotz had been especially well qualified by the practical experience gained in previous years as a practical and successful engineer and manufacturer.

Despite the demands made upon his time by a strenuous business life, Mr. Hotz still found time to be devoted to public interests, his first office being as a member of the Board of Trustees of the old Chicago University, to which he was chosen while on a visit to the Pacific Coast in 1874. In June, 1876, he was appointed by Mayor Heath a member of the Chicago Board of Education, in which he served as chairman of the building committee, with sound judgment and marked ability and with decided advantage to the school interests of the city. Further evidence of the interest which he had ever manifested in the cause of popular and technical education, is furnished in the fact that he also served as a Trustee of the Chicago Manual Training School, and, for many years occupied a like relation with the Lewis Institute of this city. His long official connection with institutions of this character, which, in their respective lines, have stood in the front rank of educational enterprises of their day, attests the value that was placed upon his services in this field. In fact, it is doubtful if any other business man of Chicago was ever called upon to fill so many and such varied, as well as prominent, positions in connection with educational interests as was Mr. Hotz during the nearly forty years of his residence in Chicago.

The greater part of the year 1889 was spent

by Mr. Hotz traveling in Europe with his wife and daughter. The following extract, taken from his diary, relates to an incident of this period:

"After an absence from the United States of over nine months, I picked up a copy of the 'Chicago Times' in the reading-room of the Kursall in Wiesbaden, and the first thing my eye caught was, to my utter astonishment, a notice of my election as a Trustee of the Sanitary District of Chicago on a citizens' ticket."

Upon his return to Chicago, a little later, he was installed in office, filling the position with fidelity to the public interest and with credit to himself until January 16, 1892, when he tendered his resignation. At the meeting of the National Wagon Manufacturers' Association, held in the following November, he was unanimously elected President of that organization, discharging the duties of that office to the satisfaction of all concerned for the next two years. In 1894 he was chosen Treasurer of the National Association of Agricultural Implement and Vehicle Manufacturers, and in June, 1895, was appointed by Mayor George B. Swift a member of the first Civil Service Commission for the city of Chicago, in which he served diligently and with sound judgment for one year, when he was reappointed by Mayor Swift for a term of three years, but owing to a change of administration in 1897, he and his Republican colleague upon the Board retired. On January 7, 1896, he was chosen one of the directors of the Illinois Trust and Savings Bank, a position which he continued to fill up to the date of his death, January 14, 1904. Mr. Hotz brought with him from the Fatherland those traits of native energy, strict integrity and trained skill which he displayed in so conspicuous a manner during his entire business career in this country, and which contributed in such an eminent degree to his success in life, as well as to the success of the enterprises with which he was associated. His connection with social organizations embraced the Chicago Commercial Club, of which he became a member December 30, 1882, and the Chicago Club, with which he was identified for many years.

The highly responsible positions of both a public and business character which Mr. Hotz was called upon to fill during the latter years of his life, indicate the estimation in which he was held as an upright and public-spirited citizen, as well as a business man. He is survived by one son, Robert Schuttler Hotz, and an only daughter, Mrs. Clara J. Ream, Mrs. Hotz having preceded him to the "great unknown" by some four years.

JOHN HOUGH.

Few are left of the men who, three and four decades ago, by their hard work in building up, enlarging and promoting the success of the Chicago Stock Yards, did so much toward insuring the city's pre-eminence as a live stock market. They belonged to an earlier generation, and, their work done, one by one they

have passed or are passing away. To this class of energetic workers belonged the late Mr. John Hough, who was born at North Augusta, Ontario, Canada, on September 17, 1846, and died June 7, 1899.

It was in 1865 that he came to Chicago from his Canadian home, to begin life at nearly the bottom round of the ladder, as a journeyman carpenter in the yards where he was afterward to hold a post of high honor and responsibility. He climbed higher, however, round by round. Tireless efforts and unswerving integrity make themselves felt in the end, and Mr. Hough became Assistant Superintendent. In 1888 he resigned this position, to retire to private life, in enjoyment of the competency which had been well earned. Twenty-five years ago he invested largely, yet with sound judgment, in real estate in the neighborhood of the Yards. As time went by these investments proved more and more profitable.

Mr. Hough was a Republican in his political creed, and an active party worker in both national and State politics. He was social in his nature, having many friends, who always found his fidelity unflinching. He was a Royal Arch Mason and a Knight Templar. He was a man of broad public spirit, and was for many years prominently identified with the development of the town of Lake, prior to its absorption by Chicago.

Mr. Hough married on December 17, 1879, Hattie H. Muirhead, the daughter of George Muirhead, also a prominent citizen of Lake and at one time Town Supervisor. The issue of the marriage was two sons, George M. and Harold R.

JOSEPH W. HOUGH.

Chicago offers many opportunities to the young man who has the brains to see and the will and pluck to improve them. It is not always, however, that the seeker after success is willing to begin in the comparatively small way which first offers, forgetting that, to win his way, he must be free from undue self-esteem, and brave to bear as well as to do. Mr. Joseph W. Hough unites these qualities in that high degree which has enabled him to rise from the position of a mere subordinate to that of an independent, prosperous business man. By birth he is a Canadian, having first seen the sun in Augusta, Ontario, on January 6, 1852. It was on New Year's Day, 1879, that he first came to Chicago and at once found employment at the Union Stock Yards. John Hough was, at that time, superintendent of construction, and Joseph W. Hough, under his supervision, was a journeyman carpenter. He soon rose, by virtue of fidelity and skill, to be assistant foreman, and on January 1, 1888, was promoted to the superintendency, a position for which he possessed admirable qualifications, and whose duties he continued to discharge until November, 1899, when he tendered his resignation in order that he might embark in the real-estate and insurance business. Mr. Hough has been twice married. He first led to the altar Miss

Josie Buell to whom he was united on July 4, 1882, at Morristown, N. Y. Mrs. Hough died March 26, 1889, leaving two children. His second wife was Miss Laura I. Sproul, and this marriage has been blessed with one child.

FREDERICK HOWARD.

Frederick Howard has long exerted a decided influence in the commercial and public affairs of Chicago, and in the old days before Hyde Park became a part of the city, was one of its most useful citizens and capable officials. His name is indissolubly associated with the civic history of that municipality, especially with its old water department, when it received the first pure water it long had under his administration of that branch of public service. Mr. Howard was born in Randolph, Mass., October 1, 1848, and on his arrival in Chicago while still a very young boy, began his attendance upon the Dearborn public school in 1854. He left school in 1861, and at that early age applied himself to work, entering first the office of the Chicago & Northwestern Railroad Company, where he remained six months, and then became an employe of Quimby & Company, packers. After remaining with them two years, he returned to Marion, Mass., where he was employed in his father's hotel for four years. In 1868 he came back to Chicago to take a position in the office of the Commercial Fire Insurance Company, which he held for a year, when he again went East to find employment in Colchester, Conn. Coming to Chicago for a third time he found employment in the office of Horine Brothers, at the Exchange Building in the Union Stock Yards, where he was engaged for some time as a bookkeeper, later becoming a member of the firm. In 1888 he retired from the firm to engage in the real-estate business, which seemed to offer opportunity for profitable investments. His judgment has been so far justified by results, that Mr. Howard is still engaged in the business, having his office at 614 Chamber of Commerce Building.

In 1885 Mr. Howard was elected a member of the Board of Trustees of Hyde Park, and Water Commissioner, in which position he remained two years, and where he had opportunity to render valuable service to the people of that district. During a heavy storm some two years before his entrance upon the office of Water Commissioner, the tunnel was closed, and it was during his administration that it was reopened, thus securing the first pure water the district had known for a long period. He served as School Treasurer for Hyde Park and the town of Lake in 1886, and proved himself, as he has everywhere else, a capable and vigilant official. Mr. Howard was married April 23, 1873, to Miss Carrie I. Stone, of Chicago, and to their union have come nine children, five of whom are now living. Mr. Howard has a host of friends who respect and esteem him for his kind and genial ways, and for his marked readiness to "lend a hand whenever needed" to any good cause.

W. M. HOYT.

In this country, where the valuable prizes of life depend upon merit, rather than upon the accidents of birth and fortune, the men of character, courage, pluck and ambition are the successful. The highest places in the learned professions are filled with, and the greatest commercial enterprises are conducted by, such men. The wonderful growth and prosperity of Chicago are the result of the activity and public spirit of that class of men. Among the most prominent of the self-made and self-reliant, successful and independent business men of Chicago is William Melancthon Hoyt, who, for nearly fifty years, has been identified with the growth of Chicago and, in common with many of its strong and public-spirited citizens, to his well-directed energy is due much of the material prosperity of the city.

Mr. Hoyt came from Vermont at the early age of eighteen, and here laid the foundations of his fortune in his own way. He is the son of Carlos M. and Lydia Anne (Buttolph) Hoyt, and was born in New Haven, Addison County, Vt., July 26, 1837, being of the tenth generation of the Hoyt family in this country, and a direct descendant of John Hoyt, who was one of the original settlers of Salisbury, Mass. Whether he came directly from England, or had previously lived in other towns in America, is uncertain. Our subject's great-grandfather, Seth Hoyt, was a soldier of the Revolution, a Justice of the Peace in New Haven, Conn., and one of the council of censors to examine the acts of the Legislature, revise the laws, etc. William's early life was spent on his father's farm at the sort of work which hardens the muscles and toughens the sinews—work in a pure atmosphere, pure as the sunlight, that promotes healthfulness and perfect physical development. While employed in the ordinary work of the farm he manifested, very early, a taste for barter and exchange, always characteristic of the commercial instinct which is born with the boy. His preliminary education was acquired in the public schools and the academy of Mr. Ten Broeke, at Pantton, Vt.

In 1855, at the age of eighteen, following the star of empire westward he stopped in Chicago, then a flourishing city of less than three-score thousand inhabitants. He had little money and no influential friends. All he asked was an opportunity to engage in some line of commercial business. The amount of salary at the beginning was not important. He had faith in himself. He felt that, with a trial, he could make his services so valuable to an employer that a fair salary would follow. The times seemed not to be auspicious. He called at many houses to inquire for work, but only to be refused. He made application in person to proprietors of many stores, only to be turned aside by their answer, "no vacancies." The disappointments and discouragements attending his first experience in Chicago would have caused a less resolute boy to return home, or turn aside and enter into some degrading service, but

they seemed to nerve him to greater effort. He consulted the oracle in an intelligence office and was sent to a billiard hall, where a young man was wanted to manage some tables. It was the first time he had ever entered such a place. His convictions, firm and unyielding as to the value of good associations and the corrupting influence of evil communications, fortified him with strength to decline the situation, when really anxious for work. He had not forgotten a mother's good counsel. After some urging, he induced the proprietor of the intelligence office to permit him to call upon Mr. Bevans, a grocer who had advertised for an experienced young man to work in his store. The impression which he made on the grocer was so satisfactory that a bargain was soon entered into, under which he went to work on a trial for ten dollars a month and board. The "trial" was satisfactory, and after a short service a contract was made for a year, at twenty dollars a month and board. The whole period spent in the place covered eighteen months, when he resigned and took a course of study in Bell's Commercial College, from which he graduated. After a service of one year on a salary, with a fruit dealer, he opened business for himself, with a capital of eighty-nine dollars, in a room for which he agreed to pay the annual rental of eleven hundred dollars. This was the beginning of a business career that developed into great prominence and usefulness.

Like all prominent successes in business, it was a growth, gradual but without interruption. Opening as a small dealer in fruits at wholesale and retail, he developed by progressive evolutions into a wholesale grocer and head of a great house, whose trade reaches all parts of the Northwest, and whose reputation is high in commercial circles. A brief history of the changes and progress is as follows: In 1865 he bought the business of James A. Whitaker, No. 101 South Water Street, foot of Wabash Avenue. Notwithstanding the loss of his place of business and the two stores he owned on North Dearborn Street, at the time of the great fire of 1871, he fully realized that once more it would be necessary to put forth great energy in reconstructing the business and making good its great loss. As soon as he learned that his place was in ashes, he cast about to find a suitable location outside of the burned district. It was early in the forenoon of October 9th that he leased the store at 63 South Canal Street, and upon signing the lease Mr. Welsh, the landlord, remarked as he looked out of the window, where he saw the fire was raging across the river, "would it not be well to withhold our signatures until we know that this property may not be destroyed." To which Mr. Hoyt replied: "No harm in executing the lease now, as in case the store goes the lease will go with it." It was signed, and after a time he was offered a large bonus for it, which was necessarily declined. On the evening of the same day Mr. Hoyt took a train for New York, where he met his creditors who were in great doubt as

to what would become of their Chicago business. After a short conference, in which Mr. Hoyt stated he could not say how he stood, as payment of insurance was in doubt and his books not balanced, but one thing was certain, he had a store rented and wanted stock to start with. The creditors were unanimous in the opinion that it would be best to furnish the new supply and await further developments. The result was that remittances came in so freely that the creditors got all their dues promptly and one hundred cents on the dollar.

The "New York Times," in an editorial announced Mr. Hoyt as the first arrival from Chicago since the fire, and mentioned the good results of the conference in which Chicago pluck would be met by New York generosity. The following year Mr. Hoyt purchased the site of Old Fort Dearborn, Michigan Avenue and River Street, opposite the Rush street bridge, where he erected the present salesroom and warehouse so admirably adapted to the requirements of the business. In addition to this the company now owns Nos. 6 and 8 River Street, opposite, in which they have their coffee and spice mills.

The William M. Hoyt Company was incorporated under the laws of Illinois in 1883, with members of the old firm as stockholders, and the business has been conducted in the corporate name since that time. The officers of the company are W. M. Hoyt, President; R. J. Bennett, Vice-President; Arthur G. Bennett, Secretary and Treasurer; Albert C. Buttolph and Graeme Stewart, business managers. As this great business house occupies one of the most interesting historic spots in the Northwest, Mr. Hoyt caused to be prepared and set in the wall of his building a memorial tablet on which he had engraved a sketch of the forts erected on the site, the first in 1803-04, the second in 1816, after the dreadful massacre of 1812.

Mr. Hoyt was married April 9, 1860, to Miss Emilie J. Landon, daughter of Nelson Landon, of Benton, Lake County, Ill., and four children were born of this marriage. The eldest, William Landon, died when five years of age; the other three are Emilie Lydia, now Mrs. F. Morton Fox, of Philadelphia; Nelson Landon, who is connected with the business house of his father. When Phelps Buttolph, the second son, manifested a desire for a collegiate education, he was carefully prepared for the Scientific School of Yale University, from which he received the degree of Ph.B in 1893. He then entered into the management of his father's real estate business.

Mr. Hoyt's children have been carefully taught and reared. He finds little attraction in the allurements of club life. His club is his home, and its membership comprises the members of his family. He has thus been able to enjoy the companionship of his children and exert a salutary influence during the formative period, when restraint and direction are so important in fixing habits and establishing character, and when timely suggestion impart whole-

some and correct views of life's duties and obligations, to a degree that determines the position and destiny of boys and girls. While allowing them all the advantages that wealth affords, he discourages any ostentatious display, and teaches them that money is not to be relied upon for attaining honorable position; that must depend upon individual character and exertion. He wisely endeavors to obtain the highest development of a boy by encouraging his natural tendency or inclination. When his son Landon evinced a desire for business, he took him into the store, but required him to put on an apron and begin at the bottom, learning all the details of the business by actual experience.

Mr. Hoyt has been helpful to scores of young men who have gone to him for assistance. Many have been aided and encouraged by his counsel; others have, through his interposition, secured positions of responsibility; and still others have obtained from him the necessary means to embark in business. His present partners were former clerks in his employ and were promoted to their present positions on account of business ability and valuable service. Partners with capital cut no figure with him. Honesty, good morals and good business ability he regards as far more valuable than cash capital. His liberality in matters of charity is directed toward helping others to help themselves, and many deserving charities find in him a liberal contributor. Though not a member of any church, he sympathizes in a practical way with the charitable and Christian work of his wife.

In 1872 he organized and established the "Grocer's Criterion," which has developed into the most influential and widely circulated trade journal, for that branch of business, in the United States. Through the medium of this publication he has brought the advantages of his house directly to the attention of retailers, and has thus been able to dispense with the services of traveling salesman. He was the pioneer in the inauguration of this new system. Although the "Criterion" has passed into other hands, its publication is continued weekly, and his company pays it annually for advertising a sum larger than the total income of the best country newspaper.

The business of the firm is conducted on a strictly cash basis. They buy as closely as possible and discount all bills; sell on short time and require prompt payment. They are thus enabled to make better prices than dealers who buy on credit and are indifferent about collections. The stability of this house is not seriously affected by a monetary stringency or a panic. Personally Mr. Hoyt never speculates, but invests his surplus in Chicago real estate for permanent holdings. By exercising good judgment in real-estate investments, they have become so varied and valuable as to require most of his time. He lives in quiet luxury in his large and elegant home in Winnetka, on the Lake Shore, seventeen miles north of Chicago. He has his winter home at Green Cove

Spring, Fla., near Jacksonville, on the St. John's River.

The career of such a man is a guide and example for the young. It exhibits qualities worthy of imitation. He who starts in life with no capital but integrity, ability and a fixed purpose, and thus achieves remarkable success, is the one who combines the most desirable qualities. Greater executive ability is required to organize and manage a large commercial business than to conduct the chief executive office in the State government. In the latter, the methods are all established, and the law directs the administration; whereas, the business man must formulate his plans and adapt them to conditions liable to frequent changes. He must study the markets, both as a buyer and a seller. He must be able to select and employ men with reference to their capacity to buy and sell and keep the infinite details of his business well in hand. Mr. Hoyt is sagacious, prudent, careful. His perception is acute; his decision instantaneous; his judgment accurate. He acquires and holds the confidence and esteem of his associates and employees. He accomplishes his purpose with such tact and diplomacy as not to antagonize or offend others. He rather shrinks from prominence or notoriety, but never shirks a duty. He is enterprising and progressive. By the application of sound principles his business has been extended to enormous proportions. Always public spirited and ready to aid in the advancement of Chicago's interests, he was one of the early advocates for the location of the World's Fair in Chicago and contributed liberally to that gigantic enterprise. In personal intercourse he is genial and affable, always exhibiting the genuine characteristics of a gentleman.

In politics Mr. Hoyt was a Republican up to the time he first voted for Grover Cleveland for the presidency. He desires to be strictly independent and casts his vote and uses his influence according to his best judgment. In this view he looks to betterment in government by restoring a Democratic administration. In this we might expect greater economy; do away with imperialism; lessen taxation; work on lines of peace rather than invite and prepare for war; enjoy a freer trade and have fewer trusts; recognize the law of supply and demand; get back on to the lines that insure permanent prosperity, rather than have booms and inflation that result in panics and demoralization.

JOHN M. HUBBARD.

John M. Hubbard, Assistant Postmaster, was born at Drewsville, N. H., in 1847. His early years were passed at Saxtons River, Vt. where he attended the district school and academy. The movement toward the West, then at its height, caught the spirit of adventure in the youth, and he made the long journey to Chicago in 1864. He entered the Postal Service as a clerk in the mailing division in 1871, and, with but one intermission, has been continuously connected with the service ever since.

Before entering the postoffice, Mr. Hubbard was engaged in the great wholesale dry-goods house of John V. Farwell & Co., and there acquired that intimate knowledge of business details which later proved extremely valuable to the postal service. Very little in the way of information comes amiss to those employed in the postoffice, and Mr. Hubbard's busy life exemplifies the saying, for he has occasion quite often to draw upon the stores of legal experience gained as Chief Clerk in the Sheriff's office during his absence from the Postal Service between the years 1881 and 1889. After serving in the Registry Division, he was promoted to be Postmaster's Secretary in 1872, and afterward, under Postmaster John McArthur, became Superintendent of the City Division. Any one who remembers Chicago as it was just after the great fire of 1871, will realize the magnitude of the task which presented itself to the new City Superintendent. The city had grown with giant strides, but the Postal Service had not kept pace with its growth. Mr. Hubbard's reports and recommendations from time to time opened the crusade for a full recognition by the Department of Chicago's postal needs, which successive Postmasters have since earnestly urged. It is interesting to note that, in 1889, Mr. Hubbard spoke before the Postoffice Committee at Washington, and recommended that, on account of his financial responsibilities and the importance of the office, the salary of Chicago's Postmaster be increased to \$8,000 per annum, but it was not until 1903 that the necessary legislation was secured to procure the increase which was admitted as proper and necessary almost a generation before.

Mr. Hubbard's interest in the service, however, has not been the sort of interest which commendably enough, we feel in our means of livelihood. It has had a far higher and wider range, and covers the entire field of postal progress. His contributions to this field have won for him recognition as an authority on the Postal Service of the United States. Serving as Assistant-Postmaster under administrations of divergent politics, his duties at times have been difficult and delicate. No one has ever questioned his allegiance to the political party which formed about Lincoln in Illinois, yet none has ever intimated that his service to the Government has ever been colored by the least display of partisanship in office. It is this prevailing characteristic of impartiality and scrupulous adherence to conscientious convictions and well-reasoned beliefs which has enabled him to serve with credit alike under both Democratic and Republican Postmasters.

When Mr. Hubbard became Superintendent of Delivery, the entire postal business of Chicago was done under one roof. He recommended and afterward introduced into Chicago the Station System, which now embraces 250 separate locations at which postal business is transacted. He suggested the original plan for establishing the collecting and delivery services on separate bases, which was adopted during the administra-

tion of Colonel Sexton. He also specialized the methods of city distribution and laid the foundation of the system as it stands today. He anticipated the civil service law, by recommending to the Postmaster (who secured the departmental approval) the appointment of substitute carriers as regulars according to seniority, and so displaced the haphazard method then prevailing.

When a man with intelligence and honesty connects himself with any service, and when, furthermore, he has occupied a position of influence and responsibility for years longer than the average duration of a human life, he is certain to impress himself on its life and progress in many and various ways. So it has been with Mr. Hubbard. The evidences of his interest and intelligence are apparent in every division of the local postoffice, and there is scarcely an improvement he has not been instrumental in furthering. Withal, he has the unusual capacity of justly appreciating his subordinates, and their suggestions are cordially received and never fail to gain the proper meed of approval. One of the more important pieces of postal work on which Mr. Hubbard was engaged, and which showed his skill and his knowledge of the service, was the amalgamation of fifty-four independent postoffices with the Chicago office in the summer of 1894. Postmasters generally will recognize that the transfer, even of one small office, with the financial and other responsibilities it involves, is a difficult task, but when we consider the transfer of fifty-four—some of them first-class offices—then the magnitude of the task, accomplished without a serious hitch, will be realized as a great piece of postal work. Again, the removal of the entire postoffice force and furniture from the old postoffice to the temporary building on the Lake front in April, 1896, which Mr. Hubbard planned without disturbing the regular service beyond the dropping of one trip, was a feat seldom equaled anywhere in the Postal Service.

Mr. Hubbard is a big, broad-shouldered Yankee, with a hearty, vibrating voice, and one instantly feels that he is deeply in earnest in whatever cause he advocates. Speaking of voice, it should be said in passing that Mr. Hubbard is a musician of more than local reputation, and for years sang in the choir of the Second Presbyterian church. During the war, while quite a boy, he was a member of the famous Chicago Quartette, and his singing inspired much patriotic enthusiasm, and was one of the features of the enthusiastic war meetings of the time. Before the new civil service was introduced he often accompanied the late Robert G. Ingersoll on his great oratorical campaigns, and it was said of his singing that it was a fitting accompaniment to the oratory—by no means an unflattering commendation, when one considers the caliber of the orator.

Mr. Hubbard was married to Miss Helen M. Childs, of Boston, Mass., on the 23d of December, 1868, and has two children, John M. Hubbard, Jr., and Mary M. Paddleford.

HENRY HUDSON.

Henry Hudson, attorney-at-law, was born in Tompkins County, N. Y., July 24, 1835, and was educated in the public schools of Ypsilanti, Mich. He is a son of Richard and Sarah (Emmet) Hudson, the former born in Connecticut, and the latter in New York. On the paternal side of the family the grandfather was John B. Hudson, who was born in Connecticut, where he married Sarah Smith, a native of the same State. On the maternal side the grandfather was Samuel Emmet, whose birth occurred while crossing the ocean, the grandmother's maiden name being Anna Salomon, a native of England. On the paternal side the family is descended from Daniel Hudson, who was born in Boston, Mass., in 1690. The ancestors on the maternal side came originally from Ireland. In politics Mr. Hudson is a Republican. In 1866 he was elected Mayor of Boone, Iowa, and served as Circuit Judge from 1869 to 1873. He was married in Chicago, October 21, 1866, to Mary E. Roche, and of this union six children were born, of whom two, Harry N., and Josephine H., survive.

WILLIS A. HULL.

Willis A. Hull, Fire Marshal, Swift & Company, was born in Collinsville, Conn. December 22, 1860, and educated in the public schools. After leaving school he went into the grocery business, remaining until he came to Chicago in 1885, when he joined the Fire Insurance Patrol, No. 1; later was transferred to Patrol No. 4, and promoted to Lieutenant. Mr. Hull was Fire Inspector of the Stock Yards for the Board of Underwriters for ten years, until he came to Swift & Company, November 1, 1896, and was appointed Fire Marshal, which position he still retains, and, by his long and constant fire service, has shown himself to be the "right man in the right place," and ready for any duty which he may be called upon to perform. He was married in Chicago, April 23, 1893, to Miss Hattie Bronson, and they have had three children, only one of whom is now living.

CHARLES D. HULVERSON.

Charles D. Hulverson, Superintendent of the McReynolds Elevator B, located at South Wood Street and Fifteenth Place, Chicago, was born at Plymouth, Ind., July 7, 1861, the son of Huger and Phoebe (Tibbets) Hulverson. The father died in 1880, at the age of fifty-eight years, but the mother is still living. After being employed as telegrapher and train-despatcher by the Wabash Railroad Company at the Forty-seventh Street Station for five years, and in a like capacity by the Wisconsin Central for fifteen years, he spent nine years, first as weighman and then as foreman in the grain elevator business with J. F. Kendall. In May, 1900, he succeeded Mr. Kendall as Superintendent of the McReynolds & Company's Elevator, a position which he still retains. This elevator was erected in 1887 by Linus & Dwight, being then known as the Wisconsin Elevator. It has a storage capacity of

a million bushels of grain, with ample and modern machinery and other conveniences including an electric light plant. Mr. Hulverson was married March 17, 1900, to Miss Minnie Newman, of Chicago, and he and his wife are attendants on services at the Fourth Christian Scientist Church, Chicago. In politics he is a Republican and deeply interested in good government.

JUDGE JONAS HUTCHINSON.

Jonas Hutchinson, lawyer and jurist, at the time of his death Justice of the Superior Court of Cook County, was born in Milford, N. H., January 10, 1840, the youngest of a family of nine children, and was there reared on a farm. His father having died when his son was six years old, the latter worked in a grocery store for a time, took a preparatory course in the academy at Mount Vernon, N. H., and, at the age of nineteen years, entered Dartmouth College, where he graduated with honors in 1863. During his collegiate course he became a member of the Delta Kappa Epsilon fraternity, in which he always retained an active interest.

His bright mind and attractive ways commended him to the friendship of the President of the college, Nathan Lord, who recommended him as a teacher for the high school at Columbus, O. This confidence was soon demonstrated to be well founded, for we find this young teacher, at the end of his first year the Principal of this high school. He served two years in this position and then came to Chicago, on a business venture, as the Western Agent for the publishing house of D. Appleton & Co. After two years of successful business management, he turned his attention to the study of law in an effort to gratify his youthful ambition to become a lawyer. He prosecuted his legal studies in Boston and in Milford, N. H. In the latter place, under the direction of Mr. Bainbridge Wadleigh, a distinguished lawyer, who subsequently became a United States Senator from New Hampshire, Mr. Hutchinson was admitted to the bar of his native State in March, 1869. He returned to Chicago to strive for the rewards and honors in his profession, which he afterwards so amply attained, both at the Bar and on the Bench. In 1876 he entered into partnership with James H. Roberts, the firm afterwards becoming Roberts, Hutchinson & Thomas.

Jonas Hutchinson was always interested in the political events of his time and was, all his life, a staunch Democrat. His ability and popularity with his party was shown by his election by acclamation to the chairmanship of the Democratic County Central Committee for three successive years, beginning in 1888. The success of the party, in the election of Mayor Cregier, was conceded to be largely due to his management. His ability was recognized by the Mayor, who appointed him Counsel to the Corporation. During his term as Corporation Counsel, from 1889 to 1891, his health became so much impaired that he was ordered South, and, although he offered his resignation, it was declined. His absence was for about four

months, and so scrupulous was he about taking unearned money, that he refused to receive any part of his salary for the time he was absent.

His popularity with the public was evidenced by the results of the several elections in which he sought their suffrages. He was first elected to the Superior Bench of Cook County, to fill the unexpired term of John P. Altgeld, then Governor-elect. He was re-elected in the presidential year of 1892, at which time he received the largest vote ever cast in Cook County, which exceeded that of President Cleveland and Governor Altgeld, as well as that of his associates, by several hundred votes. So, too, in the election of 1898, in which he was again a candidate for re-election, he was one of the two Democrats elected at that time. In this election the rest of the Democratic ticket was defeated by from 18,000 to 31,000 in the county.

At the time of his death he had just completed a service of twelve years as Judge of the Superior Court, years of arduous and wearing toil, to which he devoted all of his bright talents and his energy to within a comparatively few days of his death. He died in Chicago, December 17, 1903, at his home, 3139 Calumet Avenue.

In 1876, Judge Hutchinson married Miss Letitia Brown of Springfield, Ill., formerly of Lexington, Ky. To them were born two children, Helen and Jonas, Jr.

Jonas Hutchinson was an upright Judge of fine legal attainments, a loyal citizen, a faithful friend, a fond husband and father, true to every duty devolving upon him as student, citizen, business man, lawyer, Judge.

THOMAS JESSE HYMAN.

Secretary of the Illinois Steel Co., is descended from good old Pennsylvania stock, both his parents having been natives of that State. In 1851 his father, Sylvester Hyman, emigrated to Iowa, but a year later returned to his native State, where he was wedded to Miss Mary E. Elce, who accompanied him to the home of his adoption. The subject of this sketch was born at Camanche, Clinton County, Iowa, April 8, 1855, and grew up among the progressive and enterprising people of that prosperous State, receiving his education in the public schools, at the Iowa State Agricultural College and Cornell College. He early developed a capacity for business, and has successively held official positions with various railroad companies, with the American Steel and Wire Company and with the Illinois Steel Company, with the last of which he is still associated in the responsible position of Secretary.

On December 25, 1877, Mr. Hyman was married to Miss Mae Hyman, and seven children were the fruit of this union. These are named, respectively, Frank S., Jessie, Jean, Helen, Mary, Dorothy and Richard. For the past ten years his home has been in the City of Chicago, except for an interim of about three years spent in St. Paul, Minn., where his life has been one of great business activity. His

standing as a business man is indicated by the responsible position which he now holds as Secretary of one of the most important manufacturing corporations in the country—a position to which he was elected in January, 1899. In the prime of life, courteous in manner and faithful to the interests intrusted to his care, he is now in the midst of a successful business career.

HOWARD H. JACKMAN.

Howard H. Jackman, Assistant Engineer in charge of Cribbs Water Service, Chicago, was born in East Liverpool, Ohio, February 9, 1852; attended the public school at East Liverpool, and then Alliance College, Alliance, Ohio; also took a course in civil engineering at Bethany College, Bethany, W. Va. After leaving college he went into private engineering practice in East Liverpool, and, in 1875, removed to Cleveland, where he was employed in the City Engineering Department until 1878, when he went to Harper County, Kans., as Locating Engineer for Government lands. He was connected with the construction of the Missouri Pacific Railroad from the eastern line of the State westerly through Harper County, two hundred miles to the Indian border, being thus employed six years, when he was appointed City Engineer for Wichita, Kans., during the time when all the streets were being paved, and having charge of the construction of fifty-five miles of the sewer system. After remaining at Wichita until 1891, he was appointed engineer in charge of a difficult system of sewerage at Topeka, serving in that capacity for two years and until the completion of the work. Then, having been appointed juror on awards at the World's Fair, he moved to Chicago in December, 1892, and was in private engineering business until 1895, when he became connected with the Engineering Bureau of the City of Chicago, as first assistant to the engineer in charge of the construction of Section 3, Northwest Land Tunnel, for one year; in September, 1897, was transferred to Northeast Lake Tunnel, serving as engineer in charge of its construction during 1898 and 1899 and of the C. H. Harrison intake crib. From that time until July, 1900, he was in charge of remodeling the North Pumping Station, and later was made Division Engineer and placed in charge of the construction and maintenance of Lake Cribbs, and also the Pumping Station repairs. By his continuous service as engineer in charge of important work, he has shown that he is qualified for any position he is likely to be called upon to fill. He was married at Anthony, Kansas, December 18, 1879, to Miss Lydia M. Goss, and three children have been born to them.

P. MEINRAD JEGGLE.

Rev. P. Meinrad Jeggle, O. S. B., late pastor of the St Benedict Catholic Church at Blue Island, Ill., which he organized as a mission in connection with the St. Joseph Catholic Church, Chicago, began his career in connection with

this church while assistant priest in 1861. In July of the same year he was ordained by Bishop Dunn and in 1862 became pastor of the St. Vincent Church in Westmoreland County, Pa., also serving for a time as pastor of the church at Erie, Pa. In 1865 he returned to Illinois and for a time had charge of a church at Minonk, but soon after resumed his connection with the St. Joseph Church, where he remained until June, 1867, also for one year having charge of the mission at Blue Island. He then went East, where he remained until January, 1873, when he returned to St. Joseph's Church, Chicago, remaining there until March, 1874. Then returning East again he spent twenty-two years at Baltimore, Md., and later two years at Pittsburg, Pa., when he went to Colorado for a time, but soon returned to Blue Island, where he has since resided. Father Jeggle has been a parish priest for over forty years, and is widely known throughout Northern Illinois.

ST. BENEDICT CATHOLIC CHURCH, Blue Island, Cook County, Ill., was founded as a mission in October, 1861, by Father P. Meinrad Jeggle, O. S. B., who was then connected with St. Joseph's Catholic Church, Chicago, where he was for a time assistant priest. The first services were held in the house of William Heckler, but Father Jeggle urged the people to raise funds to erect a church building, in which he was finally successful, this being at that time the only Catholic Church organization between Chicago and Joliet. The first church was built and dedicated in the summer of 1862, but remained a mission for many years under the care of various Benedictine Fathers. For a time services were held once a month, later being increased in frequency to twice a month. It continued to be connected with the St. Joseph's Church until 1874, when it was transferred to the Washington Heights Church. This connection was continued until December, 1884, when Father Brum Riess, O. S. B., was appointed the first priest in charge. From an early day in its history a parish school was connected with the church, at first taught by Sister St. Clair until 1879, when it was taken in charge by the Sisters of Notre Dame from Milwaukee. Father Riess remained in charge of the church until 1892, when he was succeeded by Rev. Father Lochschmidt. Others who have since been in charge have been Rev. William Hein, who succeeded Rev. Lochschmidt in September, 1894, and Father Jeggle, who assumed charge in October, 1898. A Sisters' Home was built in 1879 or '80, a parsonage in 1894, and the present church edifice in 1895—the cost of the latter being \$25,000. The communicants include about one hundred and fifty families, and the school is attended by about 225 pupils.

PATRICK J. JENNINGS.

Captain Engine No. 13, Chicago Fire Department, was born in Cincinnati, Ohio, Jan. 20, 1850, came to Chicago in 1863, and was educated at the Jones public school, the Jesuit College and University of Notre Dame, South

Bend, Ind. After leaving school he learned the trade of marble-cutting in 1876, then worked in Armour's Tin Factory making solder for two years, when he joined the Fire Department, March 3, 1880, being assigned to Engine No. 1, and Trucks 1 and 2 (as substitute), and for sixty days on Chemical No. 1; was transferred to Engine 17 in September, 1882; promoted to Lieutenant, August 3, 1883, and transferred to Engine 23; next transferred to Engine 34, December 31, 1885, and to Engine 5, March 1, 1886; was promoted to captain, September 15, 1890, and organized Engine No. 59; was transferred to Engine 17, May 1, 1891; to Engine 38, December 31, 1892; to Engine 6, July 16, 1897; and to Engine 10, January 2, 1899. In 1904 Captain Jennings is still on duty on Engine No. 23. He has had many narrow escapes, being thrown from a cart when on Engine 59, receiving a fracture of his right leg. He rescued two pipemen from suffocation at 1425 Michigan Avenue, May 6, 1899; and on May 24, 1900, rescued Lieutenant Seyferlich, of Engine 10, in a fire at Irwin & Company's 336 Clark Street. Captain Jennings was married in Chicago, May 12, 1874, to Miss Elizabeth Robinson, and eight children have been the fruit of this union, five of whom are now living. Captain Jennings is one of the brave, plucky firemen always on hand for any emergency.

J. JOHN JOENS.

J. John Joens, foreman for a Chicago lumber company and Alderman for the Second Ward, Blue Island, was born in Holstein, Germany, in 1853, the son of H. J. and Anna (Eden) Joens. His parents were both natives of Germany, who came to Chicago in 1868, and there spent the remainder of their lives, dying in that city. Coming to Chicago with his parents at fifteen years of age, the subject of this sketch was employed for some time in a sash, door and blind factory, at 15 Lincoln Street, Chicago, whence he removed to Blue Island in 1893, where he engaged in the lumber business as foreman of a firm having their headquarters in Chicago. In the spring of 1901, he was elected Alderman for the Second Ward, and served on the License and Judiciary Committees, and as Chairman of the Committee on Plats, Public Buildings and Grounds, also Chairman of the Finance Committee. Mr. Joens was married in Chicago, in 1884, to Miss Mary Mundt, born in Germany, the daughter of Mr. and Mrs. C. Mundt, who came to Chicago in 1867, and who died there. Mr. and Mrs. Joens have had children named: John, George, Fred and Otto. Mr. Joens is a member of the order of Mutual Protection and the German Evangelical Church of Blue Island, being a member and Secretary of the Church Board of Trustees, and is one of the prominent men of Blue Island.

FRANK A. JOHNSON,

Engineer, Kosciusko School, was born in North Koping, Sweden, April 29, 1872; came to America in 1883, worked in George Hewitt's green-

house four years, and then for a feed store one year. He learned his trade at McFarland & Schlack's boiler-works, where he remained five years. At twenty-one years of age, he obtained a license as an engineer, then went with the E. K. Pond Packing Company in 1894, and continued there until he obtained a position from the city of Chicago under civil service rules, November 1, 1895. On November 30, 1895, he was appointed Assistant Engineer at the two-mile crib (Chicago Avenue), remaining there six months; then was transferred to the Seventy-ninth Street and Greenwood Avenue Surface Draining and Pumping Station, remaining there two years. He then went to the Cottage Grove Avenue Police Station as engineer for two years; next to the Seventieth Street Sewage Pumping Station; then was appointed assistant engineer at Sixty-ninth Street Sewage Pumping Station; and later sent to the Seventieth Street Pumping Station permanently where he remained until March 21, 1904, when he left the Department of Public Works to accept the position of Engineer for the Board of Education (Fifth Grade) at Kosciusko School, Cleaver and Division Streets. His continuous service is a positive proof of his ability as an engineer.

WILLIAM OWEN JOHNSON.

Capt. William Owen Johnson (deceased), for many years one of the most extensive vessel-owners in Chicago and largely interested in the lake trade, was born in Mygland Parish, near the city of Arendel, Norway, June 8, 1833, and early became identified with a sea-faring life, becoming a cabin-boy at fourteen years of age. For the next five years he sailed on the Baltic, the North Sea and the Mediterranean, during which he had many exciting experiences. At sixteen years of age, he had a narrow escape from death by drowning while entering the harbor of Setubal, Portugal, on the Norwegian ship Frey. The crew were lowering a boat in which they had placed the young sailor-boy with instructions to unhook the tackle when the boat should reach the water. By some means the end of the tackle had not been properly fastened in the block, and, as a consequence, one end of the boat dropped, throwing Johnson head foremost into the sea. The tide, which was running at the rate of five or six miles an hour, carried him rapidly away from the vessel, but being a good swimmer, he managed to keep afloat. He was finally picked up by an old Portuguese peddler, who was selling fruit and wine among the vessels in the harbor.

In 1853, at the age of nearly twenty years, young Johnson came to Chicago, and soon after entered into the employment of Mr. George Steele, the owner of several lake vessels. One of these was the "St. Lawrence," upon which Mr. Johnson sailed for the next two years. A close friendship grew up between him and his employer, and during the next seven years he made his home with the Steele family during the winter, while following his

occupation as a sailor upon the lake during the summer months. An incident occurred during the year 1857 which proved the bravery of the young sailor and won gratitude and lifelong friendship of his employer. This was during the great flood in the Chicago River in February, 1857. While the flood was at its height, Mr. Steele and Mr. Johnson attempted to cross the river at Healey's Slough (now the branch leading to the Stock Yards) and thinking the bridge still in place but covered with ice, they drove into the stream, when it was discovered that the bridge had been carried away. The horse, buggy and men were plunged into the water, but Mr. Johnson succeeded in reaching the opposite shore and soon after led the horse to safe footing on the same side. Then swimming to the aid of Mr. Steele, who was a large man, he succeeded in getting him to shore in an exhausted condition. Mr. Steele gave to his rescuer credit for saving his life, and this adventure most strongly cemented the friendship which already existed between them.

In 1857 Mr. Johnson engaged in the lake shipping trade for himself, first becoming the owner of a vessel called the "Fish Hawk." By purchases and the construction of new vessels, he finally became the owner of seventeen vessels of various grades, which were employed in the grain and lumber-carrying trade, and by shrewd and careful management, especially during the period of the Civil War, made large profits. By judicious investments in real estate, he accumulated a large fortune, always employing legitimate and straight-forward methods.

During his career in connection with lake navigation Captain Johnson saw many startling disasters. Among these was the burning of the "Niagara" at Port Washington in 1857, when he assisted in saving the crew. Again, by shooting a line across the schooner "Greyhound," a grain-laden vessel, which had gone ashore at Sheboygan, he succeeded in rescuing the crew, all of whom were saved except two who had unsuccessfully attempted to swim ashore. A month after the deplorable disaster of the "Lady Elgin," which resulted in the loss of 300 lives in 1860, he picked up in mid-lake the bodies of two of the victims, both ladies, one of whom was identified by the rings found on her fingers. The bodies were buried at Racine.

In 1872 Captain Johnson was united in marriage to Miss Eline Theodora Schumacher and five children were born of this union, of whom three are still living: Clara Amelia, Olga Theresa and Alice Eline Theodora. In 1889, accompanied by his wife and oldest daughter, Captain Johnson visited the International Exposition at Paris of that year, and spent some five months traveling in Europe. His residence during his later years was at Wicker Park, where he died November 19, 1902. His funeral services were conducted by Rev. Austin D. Crile, pastor of the Wicker Park Lutheran church, the burial taking place in Graceland Cemetery.

Captain Johnson was emphatically a self-made man. Landing in America a poor sailor-boy, by his indomitable energy and faithful attention to duty, and through the legitimate channels of business, he achieved a success in life attained by few.

DANIEL AMASA JONES.

Daniel A. Jones was born in Hartford, Conn., June 29, 1807. It is probable his ancestors were Welsh, though the line of descent beyond the ocean has not been traced.

The family became identified with America at a very early period in its history, Josiah Jones, the American ancestor, having settled in Massachusetts in 1665. Amasa Jones, the father of Daniel A., was a sea-captain, commanding a vessel which plied between Hartford and the West Indies. He died the year following Daniel's birth. The widow removed with her family, consisting of three sons and one daughter, to the home of her father, Israel Jones, who resided on a farm in North Adams, Berkshire County, Mass. Israel Jones was a typical New England man, of industrious habit, of high Christian character and of prominence and influence in the community. He was one of the Trustees of Williams College, at Williamstown, Mass., the most important educational institution in Northern Massachusetts. Here the lad passed his childhood and boyhood, working on his grandfather's farm in summer and going to school in winter. In addition he was sent for one year to an academy at Stockbridge. At the age of seventeen years he left the Berkshire Hills and obtained a clerkship in a store at Albany, N. Y., where he remained three years at a salary of one hundred and fifty, and later two hundred dollars a year, out of which he had to pay his board and clothe himself. Here he learned the details of the mercantile business, which contributed much to his success in after life. When twenty years old he determined to seek his fortune in the West, where an elder brother had already gone and was established in business in Louisville, Ky. Obtaining employment with his brother in a soap factory, he soon gained experience, and developed such qualities of fidelity and capacity that he was sent to New Orleans to make some doubtful collections, in which he was so successful that, on his return, he was placed in charge of a store. Here he passed three years, when, in the fall of 1829, he determined to go into business for himself. He selected Newport, Ind., a village on the Wabash River, and buying a stock of goods at Louisville on credit and borrowing money to pay the freight, he opened a little store. His business was moderately successful, so that in 1832 he was able to purchase a cargo of pork and corn, which he loaded on a flatboat and took to New Orleans, realizing a good profit on the venture. He continued flatboating in connection with his other business for twenty years, and by good management and good fortune never lost a boat. During the Black Hawk War he was



Wm Johnson

commissioned Colonel of the Fifty-ninth Regiment, Indiana Militia, which was organized to take part in the War, but was never called into active service. He was present at the treaty made with the Indians at Chicago in 1833, at which time he crossed the Chicago River in a scow towed by a rope.

In 1837 Mr. Jones married Miss Mary G. Harris, of Rockville, Ind., who became the mother of his seven children, and who died in December, 1855. In 1841 he took into partnership Mr. Charles M. Culbertson, who had been with him some years as a clerk. In 1846 he established a store in Danville, Ill., with James M. Culbertson as manager, the business being continued for eleven years. After a few years he entered 8,000 acres of land lying along the route of the Illinois Central railroad. In 1856 he removed to Granville, Ohio, to give his seven children better educational advantages and to take a rest after twenty-nine years of active business life. But he did not remain long idle, as the next year, in connection with his old partner, Charles M. Culbertson, he established a packing house in Muscatine, Iowa. In 1858 Mr. Jones contracted his second marriage, this time with Miss Harriet A. Knapp of Fairfield, Conn., who survives him, being now a resident of Chicago.

In 1859, having become tired of the quiet life of Granville, he removed to Chicago. Having renewed his partnership with Charles M. Culbertson, they built a packing house at State and Twenty-second Streets, in 1858, where they packed pork until 1862, when they sold the building and erected another, in 1863, at Stewart Avenue and West Eighteenth Street, which was sold to Culbertson, Blair & Co., in 1864. In 1865 he was elected President of the Packers' and Provision Dealers' Insurance Company, which position he held until the company was consolidated with the Merchants' Insurance Company in 1866. He was a director in the last named corporation until its failure at the time of the great fire in 1871. In 1866 he entered into partnership with R. M. and O. S. Hough and Chas. L. Raymond, in the packing and commission business. This partnership lasted five years, when we find him at the head of the firm of Jones & Raymond in the same line of trade. Mr. Jones finally retired from the packing business in 1884, having been among the most enterprising and extensive dealers in provisions, which branch, in the hands of the Armours, Swifts, Fowlers and Cudahys, has become so important a part of the commerce of Chicago.

Mr. Jones was elected President of the Chamber of Commerce in 1869, and held that office at the time the great fire of 1871 swept away the building. He then tendered his resignation, but the board of directors declined to accept it. The Board of Trade demanding a new building, Mr. Jones was placed on the building committee and superintended the construction of the building erected for that organization by the Chamber of Commerce. It was pushed with such energy, in the face of many obstacles presented at that time, that he

was enabled to present to the Board of Trade, at the end of a year from the destruction of the old building, a new and a better one, well equipped for the transactions of the board's business. The fire occurred on the 9th of October, 1871. On the 9th of October, 1872, Mr. Jones conducted the members of the Board of Trade, with their invited guests, to the new hall and delivered to its officers the keys to the edifice.

The services of Mr. Jones were sought in the conduct of various financial institutions in which he held large interests. He was a director in the Merchants' National Bank, Fifth National Bank and National Bank of America, from the time they were organized until his death. He was largely interested in the Chicago City Railway, and during the year 1881-82, while the cable line was under construction, was the acting President of the company.

With all his business energy and devotion to practical affairs Mr. Jones was a benevolent man, not only in liberal contributions but in helpful aid and sympathetic interest in worthy charities. He was particularly identified with the founding of the Old Ladies' Home, afterward changed to the Old People's Home, of which he was one of the incorporators, a Trustee and the President until his death. In the work of this institution he took the interest which a parent takes in the welfare of a beloved child, visiting its inmates, learning their needs and supplying their wants. He left a bequest of twenty-five thousand dollars for its endowment, to which has been added twenty thousand dollars by the representatives of his estate in accordance with his wishes. Mr. Jones was a religious man of the Presbyterian faith. He was a member of the Calvary Presbyterian Church, which was merged into the First Presbyterian after the great fire. His religious faith was expressed not merely in the dogmatic formulas of the church, but in an exemplary life, which, amid the engrossing cares of business, found expression in numerous acts of kindness and sympathy and in works of practical beneficence.

The year he settled in Chicago he built a home far out of the then settled part of the town, on Calumet Avenue, at the corner of Twenty-second Street, fronting on Lake Michigan. It was a brick structure of stately appearance and convenient arrangement, at that time one of the finest in the city, and which, after thirty-five years, remains among the handsome places that adorn that beautiful residence street. Mr. Jones' life closed on the 11th of January, 1886, in his seventy-ninth year. Four children of his first marriage survive him: William Jarvis and G. Edwin, of Chicago; Mrs. O. S. Newell, of Kenosha, Wis.; and Mrs. N. H. Sabin, of Williamstown, Mass. Besides the bequest which he left to the Old People's Home, his will gave \$10,000 each to the Presbyterian Hospital of the city of Chicago, Presbyterian Board of Home Missions and Presbyterian Board of Foreign Missions. The residue of his large estate was devised to his widow and family, and to trustees, for benevolent

purposes. This last has been carried out in building the Daniel A. Jones memorial addition to the Presbyterian Hospital at a cost of one hundred and fifty-five thousand dollars, in addition to that already given to that institution, and in various smaller amounts to other philanthropic enterprises.

FERNANDO JONES.

This active and public-spirited man, hale and well preserved in his eighty-fifth year, and enjoying a rest richly earned by his long and busy life, has the distinction of being one of the oldest of Chicago's living pioneers. None has done more for the city's interests, and few men in any community have been eye-witnesses of such rapid and marvelous change as he.

Mr. Jones, the second child and eldest son of William and Anna (Gregory) Jones, was born at Forestville, Chautauqua County, N. Y., May 26, 1820. While a child of four years the family removed to Buffalo. There he received his rudimentary education, among his preceptors being a young man who was destined to play an important part in national history—Millard Fillmore, afterwards President of the United States. While living there, he also attended the Fredonia Academy in Chautauqua County, where he was a fellow-student of Reuben E. Fenton, who became Governor of New York. In 1835 the elder Jones determined to remove, with his family, to Chicago, then a pioneer town on the western frontier. Here he opened a store on South Water Street for the sale of stoves and hardware, young Fernando being his assistant. Chicago was then an important trading post, and the point where the Indians were paid their annuities. The boy mingled with the aborigines, and soon became sufficiently familiar with their language to converse with them and act as interpreter for the traders. This led to his being given a clerkship by the United States disbursing officer. At the early age of sixteen he also held clerkships in the United States Land office, and in the offices of the Trustees of the Illinois and Michigan Canal.

In 1837 Mr. Jones entered the academy at Canandaigua, N. Y., where he remained a student for two years, and while there formed a warm personal friendship with Stephen A. Douglas, then a student of law, which lasted throughout the lifetime of that illustrious man. Meanwhile Mr. Jones's father had engaged in the real-estate business in Chicago, and on his return to Chicago in 1839, Fernando became interested in the business, devoting his attention to the examination of titles and furnishing abstracts. He thus obtained an insight into the system of "tract indexes," originated by Edward A. Rucker, these books being the first of the kind ever prepared. This intricate and essential branch of the real-estate business afterwards constituted the most important occupation of his life. He devised an improved system of abstracts of titles and prepared, with infinite patience and detail, books in compact form, embodying all important in-

formation respecting land titles contained in the public records of Cook County. All of these records, as well as most of the private abstract books, were consumed by the flames of October, 1871, and then occurred the consolidation of the three abstract firms of Chase Brothers, Shortall & Hoard, and Jones & Sellers. Business was continued by the new concern, which succeeded to the ownership of all the books and material which had been the property of its individual component firms, and these records are now owned by the Chicago Title and Trust Company. Mr. Jones, finding himself now relieved of the necessity for personal supervision of the business, retired from active participation therein. Yet his intimate knowledge of titles and familiarity with the personal and business lives of early land-owners have rendered his services of the highest value in the settling of disputes and quieting of titles.

While disinclined to hold office, Mr. Jones has not refused to accept and discharge the public duties devolving upon the citizens of enlightened public spirit. During the administrations of Mayors Haines and Wentworth, he sat in the City Council, having been first elected Alderman for the Third Ward in 1859. During the Civil War he held the position of Supervisor of the Town of South Chicago, the area included within Camp Douglas falling within what may be called his civil jurisdiction. He has also been conspicuously identified with the management of various public and private charities, having served as Trustee of the Central Hospital for the Insane at Jacksonville, as well as of the Chicago Orphan Asylum. He was also a Trustee of the old Chicago University, and has been identified with many business enterprises of magnitude, in both his public and private relations maintaining an enviable reputation for capability, public spirit and integrity. At the present time he is Vice-President of the Chicago Pioneer Society and a member of the Calumet and Press Clubs and other organizations.

Mr. Jones was married, July 7, 1853, to Miss Jane Grahame, of Henry County, a lady of rare mind and culture and endowed with remarkable force of character. Mrs. Jones takes a deep interest in the higher education of her sex and in the widening of its sphere of influence and usefulness, and has been prominently connected with the management of the Chicago Medical College for Women. Their only daughter, Genevieve, married the late George R. Grant, a distinguished member of the Chicago Bar. She was left a widow with one daughter, Leslie, and is now deceased. Their son, Grahame, is a graduate of the Chicago Law School.

Mr. Jones, with his wife, son and daughter, after laying down the active cares of a business life, devoted eight years to foreign travel, spending three years at Florence, two at Paris, and one each at Venice, Rome and Mentone. During his long sojourn abroad he accumulated a vast and almost priceless collection of antiques, curios and rare works of art, which

adorn the handsome and hospitable home at 1834 Prairie Avenue.

GEORGE PHIFER JONES.

George Phifer Jones was born in South Solon, Madison County, Ohio, April 3, 1839. His father, William Jones, was born in Sullivan County, Tenn., and his mother, Sarah Phifer, in Rockingham County, Va. Mr. Jones has never looked up the family history to learn whether his parents were F. F. Vs. or not. He knew his father was an honest man and his mother a noble Christian woman; and he felt, if he acted well his part, he would rank high enough to be called a good citizen. With an ordinary common-school education, he found himself a young man of twenty-one in California, pining for his home and sweet-heart in Ohio, and having no money, the only resource left him was to walk, which he did through what is now Arizona and New Mexico in the month of August, and his experiences on that hot tramp, beset with California lions, rattlesnakes, tarantulas, centipedes, wild Indians and wilder white men, cured him of many of his youthful follies. He arrived at London, Ohio, the home of his parents, in October, 1860, in time to cast his first vote for Abraham Lincoln, and has been voting the Republican ticket ever since. On the first day of May, 1861, he married Samantha Graham, and kept a country dry-goods store until 1864, when he moved to Joliet, Ill., where he spent the next fourteen years of his life, save two years during which he lived in Des Moines, Iowa, first in the dry-goods trade, and then as Cashier of the Will County National Bank, which his friend, Harlow N. Higinbotham, and he organized. He moved to Chicago in 1878 and was connected for a number of years with the Credit Department of the wholesale Hat & Cap House of Keith Brothers. In 1889 he was Superintendent of Public Service for Cook County; afterwards was connected with the Metropolitan National Bank; was Receiver of Columbian Casino Restaurant at the World's Fair grounds; and Assignee and Receiver for a number of other concerns. Later he was Receiver for the Columbia Straw Paper Company with thirty-four properties scattered over nine States; for many years was Vice-President and Trustee of the Harvey Land Association; and is now Vice-President of the Stowell Manufacturing & Foundry Company, of South Milwaukee, Wis., and President of the Jones and the Smith Car Door Companies of Chicago. Mr. Jones has had a varied but modest business career, and while he has never defaulted, and has always paid his debts, does not claim any particular credit for simply doing his duty. He has been a member of the Union League Club from its organization, and has borne a prominent part in making that great institution the home and delight of men of worth and merit, and an unpleasant resort for snobs and presumptuous "squaw men." He is a Methodist in religious belief and a Republican in political principle, and entertains feelings of abhorrence for rings

and cliques in church or party, State or club. Unostentatious in manner, he has not been a seeker for notoriety, and this sketch is here because of the kindly wishes and cordial appreciation of valued friends.

FREDERICK H. KASBOHM,

Captain Fire Insurance Patrol, No. 2, was born in Chicago, January 2, 1856, and educated at the Wells and German Schools. After leaving school he engaged in the grocery business, and later learned the harness-maker's trade. He joined the Chicago Fire Department, March 1, 1885, and was assigned to Truck No. 11, but resigned January 25, 1889, and joined the Fire Insurance Patrol No. 1; was transferred to Fire Patrol No. 3, when it was organized March 11, 1889; to Patrol No. 4, Stock Yards, November 10, 1889; and to Patrol No. 2, September 6, 1892; was promoted to Lieutenant November 11, 1892, and assigned to Patrol No. 3, from which he was transferred, December 1, 1893, to Patrol No. 2. While he has had many narrow escapes, he has been only slightly injured, and like the majority of Chicago fire-boys, is always ready for any emergency where duty calls. He was married to Christine Falkenburg, in Chicago, March 16, 1877, and nine children have been born to them, eight of whom are living.

THOMAS KAVANAUGH,

Chief Engineer, Harrison Street Pumping Station, was born in Chicago, April 19, 1869, educated at the Christian Brothers School, and after leaving school learned the steam-fitter's and machinist's trades, and worked three years as machinist for the Bullock Manufacturing Company. He was fireman at the West Side Pumping Station from 1888 to 1893, later serving at various public school buildings as engineer. In 1893 he became connected with the Canal Pumping works as a steam-fitter, remaining there two years, when (in 1895) he was appointed assistant engineer at the Harrison Street Pumping Station, where he remained until he was appointed Chief Engineer at the West Side Pumping Works, August 15, 1897, and thence transferred to the Harrison Street Pumping Station May 22, 1901, where he still remains. He is very popular among his many friends and associates in the Nineteenth Ward, where he was born and raised.

THOMAS KEATES.

Thomas Keates, DesPlaines, Cook County, Ill., is a native of England, born September 19, 1854, the son of William and Mary (Smith) Keates. He was educated in his native country and, having emigrated to America, in 1881 was married to Alida E. Brown, of DesPlaines. Mr. Keates is a Methodist in religious belief and a Republican in politics, and holds the position of Minute Clerk in Judge Marcus Kavanagh's Court, in the city of Chicago.

LOUIS F. KEEGAN,

Champion Hand-ball Player and Pipeman on

Engine No. 15, Chicago Fire Department, was born in Chicago September 25, 1870, was educated in the Throop Public, German and Sacred Heart Schools, and after leaving school, worked in Maxwell Brothers' box factory for three years and for Goss & Phillips Manufacturing Company three years. Then, after having been employed by the City Electric Light Department for eight years, he joined the Fire Department, October 9, 1895; being assigned to duty on Engine No. 52. April 7, 1896, he was transferred to Engine 29, and to Engine 15 April 7, 1897, where he still remains. He has had many narrow escapes, but has not been injured. In February, 1896, William Carney and Keegan played a game of hand-ball with Phil. Casey and James Dunne, and won the match for the championship team of the world. They played again June, 1896, and were defeated. Keegan and Carney left a challenge with the editors of the "Police Gazette" for \$1,000, which was never answered. Therefore they claim the championship of the world. Mr. Keegan is the nephew of Lawrence Barrett, the tragedian. Mr. Keegan says he is ready to play any member of the fire or police departments at any time.

He was married October 11, 1892, to Miss Mary A. Greene, and four children have been born to them.

WILSON T. KEENAN.

Wilson T. Keenan (deceased), whose history is no slight part of the story of the live-stock industry of the West and of the upbuilding of the Union Stock Yards at Chicago, was born on a farm near Lebanon, Ohio, October 17, 1836, and there received his education in the district school. At the early age of thirteen he passed out into the world to wrestle with fortune for a name and a competence—a sharp struggle with all, a failure with many, but crowned with success for him. Mr. Keenan apprenticed himself to the butcher trade, and mastered all its details in a manner characteristically thorough. When he was nineteen, young Keenan came to Quincy, Ill., where he found employment in the construction of the Chicago, Burlington & Quincy Railroad, and for a time was Station Agent at Colchester, Ill. In 1857 he began buying grain for St. Louis and hogs for Quincy. In the winter of 1858-59 he was the superintendent for Hurlburt & Prevost in the hog-buying and packing business at Keithsburg, Ill., and during the next winter was employed by other parties at Burlington, Iowa, in the same line. In the winter of 1860-61 he was engaged in slaughtering and packing hogs at Camp Point, Ill., and during the year following, built slaughtering houses at Quincy and at West Quincy (Mo.), and packed pork during the War of the Rebellion.

Mr. Keenan became a citizen of Chicago in 1865, opening a live-stock commission house at the Stock Yards during that year, and was among the first to take up that line of busi-

ness in the city. From that time until his death, June 18, 1900, he was a prominent factor in the history of the live-stock trade at the Western Metropolis. No man there commanded greater respect, or was more enterprising or alert. As the senior member of the firm of W. T. Keenan & Sons, he developed a large trade with the far Southwest, and handled many consignments of Texas and Western range cattle. This was probably due to the fact that Mr. Keenan had made his name familiar to the people of those remote sections by his assistance and enterprise in laying out the trail by which stock was driven from the Lone Star State to Abilene, Kans. The firm of Keenan & Sons was incorporated December 1, 1898, with W. T. Keenan, President; H. M. Keenan, Vice-President; and John D. Stevens, Secretary and Treasurer.

Mr. Keenan was united in marriage, at Quincy, Ill., February 26, 1857, to Miss Martha Ann Tatman, and of this union were born six children: William E., Horace M., Laura D., Joseph L., Matie A., and Robert R. In the midst of the competitions and activities of the intense life by which he was surrounded, Mr. Keenan held his honor untarnished, and possessed, as few men do, the esteem and confidence of those who knew him.

MRS. MARY KENNICOTT.

Mrs. Mary Kennicott (widow) was born in New Hampshire in 1821, the daughter of Rev. John Mason, a native of Maine, who settled in Elk Grove Township, Cook County, in 1837. She received her education in her native State of New Hampshire before the removal of the family west. Joseph E. Kennicott, who was born at Broadalbin, N. Y., November 20, 1814, settled near the village of "Half Day," in Lake County, in 1835; on August 2, 1841, was married to Miss Mary Mason, and in 1853, purchased the farm of his father-in-law, Rev. Mr. Mason, which continued the family homestead until 1865, when he removed to Arlington Heights, dying there, January 14, 1884. Mr. and Mrs. Kennicott had four children: Walter, Albert, Eva and Carrie. Both the sons were educated at the Northwestern University. Walter, the eldest, became a volunteer in the war for the preservation of the Union, was mortally wounded at the battle of Gettysburg, and his body lies in Antietam Cemetery. Albert, the younger, died at Arlington Heights, December 30, 1876. The daughters still survive—Eva (now Mrs. J. H. Williams) residing at Monmouth, Warren County, Ill., and Carrie, the wife of Rev. Horatio S. Hilton, a resident of Indiana. Mrs. Kennicott is a devoted member of the Methodist Episcopal Church, as was her husband, Mr. Kennicott, during his life.

JOSEPH L. KENYON,

Chief of Twelfth Battalion Chicago Fire Department, was born at Bronx, N. Y., February 9, 1856, and brought to Chicago by his

parents when but two months old. In May, 1879, he was assigned to Hook and Ladder Company, No. 1, and became a member August 27th, following. January 1, 1880, he was transferred to Engine No. 13 as pipeman; was promoted to Lieutenant October 1, 1881, and assigned to Truck No. 4; transferred to Engine 13, January 1, 1883; then to Hook and Ladder Company, No. 6, August 4, 1883; was promoted to Captain, May 1, 1884, and assigned to Engine, No. 21; to Engine 45, January 1, 1886; to Hook and Ladder Company 15, was assigned to duty as Acting Chief of the Twelfth Battalion, December 1, 1892, and promoted to Chief of the Battalion, July 1, 1893, which position he still retains. This is the largest battalion in the Fire Department, comprising 44 square miles of territory, and including thirteen active companies and three volunteer companies. Its headquarters are at 6345 Wentworth Avenue, occupied by Engine No. 51, and Fire Alarm Office No. 2.

Captain Kenyon has seen all kinds of service in the department. He was one of the heroes at the Cold Storage Fire on the World's Fair grounds, in July, 1893, and was in command of the rescuing party that recovered eleven bodies from the ruins. Several of the victims were Chicago's brave defenders who sacrificed their lives in the discharge of their duty. Chief Kenyon especially distinguished himself, repeatedly risking his life and sustaining injuries from which, however, he finally recovered. He also earned high praise from his superior officers and the general public by his service in connection with the fire in the Manufacturers' Building during the Fair, which endangered the lives of many hundreds of people and the destruction of millions of dollars' worth of property. At that fire Marshal Musham and Chief Kenyon were in command, and by their tact and good judgment, the building and contents were saved, and another laurel added to those already won by efficient service. Another narrow escape while in the performance of his duty occurred at the big fire of the Belford-Clark Publishing House, on Wabash Avenue, when he led his men into the very heart of the fire, receiving severe injuries from the collapse of the wall which caught him as it fell. He also suffered partial suffocation in February, 1883, in the sub-basement of the building on Arcade Court, where he was rendered unconscious for six hours, while risking his life for the rescue of two of his companions. He had a limb broken in several places at the Donahue & Henneberry fire, at Congress Street and Wabash Avenue, May 26, 1886. He is held in high esteem by all the members of the department and all who know him personally, for his bravery and genial, manly qualities.

Chief Kenyon was married in Chicago, November 11, 1881, to Miss Ella Powell, and four children have been born to them. Mrs. Kenyon passed away February 25, 1895, and Mr. Kenyon married Miss Lawrence Jentoft, April

28, 1897. Chicago owes a large debt of gratitude to her brave and plucky firemen, but to none more than to Chief Kenyon, whose many acts of heroism have won high distinction.

WILLIAM P. KETCHAM.

William P. Ketcham, lumber and building supply dealer, Chicago, was born in Philadelphia, Pa., April 16, 1844; went to Marshalltown, Iowa, in 1853, and later attended public and private schools at Muscatine, Iowa. After leaving school he joined the Union Army, July 22, 1861, as a private in the Eleventh Iowa Volunteer Infantry. He was on detached service at General Grant's headquarters most of the time until he was discharged August 17, 1864. After leaving the army Mr. Ketcham engaged in the lumber, grain and agricultural implement business at Marengo, Iowa, retaining his interest there for thirty years. Coming to Chicago in 1885, he organized the firm of J. D. Ketcham & Brother, wholesale lumber dealers, continuing in that business until 1896-98. This was about time of the beginning of the Spanish-American War, when he took charge of the army beef contract for Swift & Company, Chicago, until February 9, 1901. After the war he became interested in a large Building & Supply Company in the city of Havana, Cuba. This was the first enterprise of its kind undertaken after the Spanish-American War, and represented a large amount of Chicago capital. Mr. Ketcham's long experience in business life is a guarantee that any enterprise with which he may be connected will prove a success. Mr. Ketcham was married in Watseka, Ill., December 25, 1866, to Miss Mary J. Parry, and one child has been born to them.

CHARLES L. KILL.

Charles L. Kill, live-stock dealer, Union Stock Yards, Chicago, was born in Van Buren, Onondaga County, N. Y., April 16, 1836, and removed with his parents in 1846 to Belgium, Clay County, N. Y. He was educated in the public schools, having among his teachers B. W. Roney and Chauncey Goodrich. Leaving school at eighteen years of age, he worked on a farm until 1861, when he went to work on the Erie Canal, remaining ten years. May 17, 1872, he came to Chicago, and on August 3, 1872, was employed as salesman by Frye, Warner & Kelly at the Union Stock Yards for one year; then sold hogs for Horine, Steck & Co. for four years; for Hathaway & Swift for two years; and cattle for Bunker & Cochran for eleven years. Later he was in business with J. W. Martin for three years, and for the past eight years has been with Rice Brothers, selling sheep and other live stock.

He was married in Belgium, N. Y., September 5, 1858, to Susan Mandell, and seven children have been the fruit of this union, four of whom are now living. Mrs. Kill passed away August 12, 1870, and September 3, 1877, he was

married in Chicago to Margaret Littleton, and two children have been born to them.

WILLIAM WALLACE KIMBALL.

Two hundred and seventy years have passed away since the arrival of the first American progenitor of the Kimball family. Richard Kimball emigrated from Ipswich, England, to find a new home in the little Massachusetts town which bore the same name as the city of his birth. Since that date (1634) twelve generations of his descendants have played their part in the country's history, left their impress upon the localities of their residence, and entered into rest. The distinguished Chicago merchant whose name is known to the trade and musical world of two continents, is one of the most successful representatives of this long and honorable line. The branch of the family to which Mr. Kimball belongs settled in Oxford County, Maine, soon after the close of the Revolutionary War, and there he—as had been his father, David Kimball—was born, the date of his birth being March 12, 1828.

After passing through the district and high schools, at the age of eighteen Mr. Kimball began life as clerk in a country store, afterwards teaching school. On reaching his majority he sought and found employment in Boston, first as a clerk and later as a traveling salesman. His route was gradually extended until his territory embraced the Central, Southern and Western States. Deciding to enter into business for himself he chose to settle in Chicago, and in the autumn of 1857 took up his permanent residence here. In 1864 he removed his business to the Crosby Opera House, which locality then became the center of the city's music trade, and so remained until the great fire of 1871 left that famous building a heap of smoldering ruins. Within forty-eight hours after that catastrophe Mr. Kimball had recommenced business in his Michigan Avenue residence, utilizing his billiard-room as an office and his barn as a shipping room. His next temporary quarters were at Wabash Avenue and Thirteenth Street, where he remained until 1873. Since then the firm has made four removals, each time to more spacious quarters, as the needs of its constantly growing business demanded. In 1891 the final removal was made to the building now occupied, at the southwest corner of Wabash Avenue and Jackson Boulevard. This building was especially erected for the use of the concern, being most carefully planned with a view to the perfect accommodation of every branch of their mammoth business. In 1882 the firm was re-organized and incorporated under the name of the W. W. Kimball Company, and the manufacturing branch of its business has steadily and rapidly grown, the combined floorage capacity of the piano and organ factories amounting to ten acres.

On June 22, 1865, Mr. Kimball was married to Miss Evalyne M., a daughter of Hubbell B. Cone, of Chicago. In private life he is genial

and hospitable, a member of several clubs and social organizations, fond of the higher class of amusements, notably of the drama, and is especially popular among a large circle of personal acquaintances.

GEORGE KIRCHHOFF.

George Kirchhoff (deceased), farmer, Arlington Heights, Ill., was born in the town of Wheeling, Cook County, Ill., in 1855, the son of William and Sophia (Prelberg) Kirchhoff, who were natives of Germany and came to this country about the middle of the century. The father died September 17, 1881, and the mother died April 28, 1904, at the age of 76 years. Mr. George Kirchhoff was educated at Arlington Heights and, in 1876, was married to Johanna Henjes, of Elk Grove Township, eight children—William, Sophia, Henry, Edward, George, Ella, Ernst and Rudolf—being the fruit of this union. Of these Sophia, George and Rudolph died in their infancy. Mr. Kirchhoff was a member of the Lutheran Church, and in political views was a Republican. Mr. Kirchhoff died September 27, 1904. His widow, Mrs. Johanna (Henjes) Kirchhoff still survives.

WILLIAM HENRY HARRISON KLINE,

Pioneer Engineer, on Engine 78, Chicago Fire Department, was born in Lawrence Township, Tuscarawas County, Ohio, November 12, 1839, and was educated in the common schools. His grandfather, John Kline, was a pioneer in Lawrence Township, where he bought 4,000 acres of land, which still remains in the family. After leaving school Mr. Kline served four and a half years in Company A, Nineteenth Ohio Volunteer Regiment—his company being known as the "Canton Company" under command of Captain C. F. Manderson—holding the rank of "high private" all through the war. After being mustered out he entered into the employment of the Pittsburg, Fort Wayne & Chicago Railroad, then came to Chicago in November, 1866, and engaged with the Chicago & Northwestern Railroad Company as switchman. In 1868 he became connected with the Michigan Central Company, remaining until May 6, 1872, when he joined the Chicago Fire Department as Assistant Engineer on Engine 12. He was transferred, November, 1872, to Engine No. 17; December 21, 1872, to Engine 15; December 31, 1875, to Engine 17; was appointed Engineer in April, 1879, on Engine 20. Other transfers included to Engine 21, May 6, 1879; to Engine 17, June, 1883, and to Engine 35, at its organization, December 31, 1884. Having resigned, June 27, 1886, he was appointed Engineer of the North Side Water Works, serving two years, including several months as Engineer of the Inter-State Exposition in 1888, when he returned to the North Side Water Works for two years; then worked for C. S. Hutchinson until May, 1893, when he joined the World's Fair Fire Department, as Engineer on Engine No. 6 (Midway); was re-appointed to the Chi-

cago Fire Department on Engine 14, as assistant engineer, August 4, 1894; transferred to Engine No. 1, September 1, 1894; to Engine 22, September 15, 1894; to Engine 35, December 31, 1894; to Engine 21, July 15, 1895; to Engine 13, July 2, 1896; to Engine 9 (as Engineer), November 9, 1898; and to Engine 78, April 15, 1899. Our subject has had many narrow escapes but no bones were broken; did noble service with Engine 11 at the great fire of 1871, and was badly burned while trying to rescue several people and save property. During his whole term of service he has not lost over fourteen days' time, either by sickness or otherwise. His close attention to duty and his noble bearing have won for him the esteem of his employers and associates.

Mr. Kline was married in Chicago, January 10, 1872, to Miss Vesta V. Crozier.

JOSEPH E. LACEY.

Joseph E. Lacey, formerly Lieutenant Engine No. 5, Chicago Fire Department, was born in the city of Chicago, May 6, 1869, was educated in the Pearson public school, and later learned and worked at the machinist trade. August 13, 1891, he joined the Chicago Fire Department, being first assigned as pipeman to Engine No. 60; was transferred to Truck No. 6 on January 1, 1892, and to Engine No. 40, in March, 1896. July 17, 1897, he was promoted to Lieutenant, and assigned to Engine No. 5. Among the numerous hair-breadth escapes which he met with during his career as a fireman, was that in connection with the explosion of the Northwestern Elevator on August 5, 1897, when he was dangerously injured, but was saved by his prompt removal to the hospital in a carriage furnished by Capt. H. M. Murray, of Engine No. 46. For ten days he was practically blind in consequence of the grain being blown into his face by the explosion. His comrade, Pipeman William Hanley, who was at his side at the time of the accident, died a few days later as the result of injuries then received. As has been the rule with the ideal Chicago fireman, Lieutenant Lacey has ever been ready to respond to the call for duty in the face of danger. At this date (1905) he is Lieutenant of Engine Company No. 14, located at 88 Chicago Avenue.

JAMES K. LAKE.

James K. Lake, General Superintendent and manufacturer, is a native of Litchfield County, Conn., where he was born, November 22, 1835. His ancestors on the paternal side were of New England birth, both his grandparents, Andrew and Caroline (Bicknell) Lake, having been born in Litchfield County, as was also his father, Nathaniel B. Lake. His father and his grandfather were both farmers. His grandfather on the maternal side was named Andrew Jackson, a native of Virginia, who married Amanda Humason, born in Litchfield County, Conn., their daughter Elvira Jackson, whose birthplace was in Trumbull County, Ohio, becoming

the wife of Nathaniel Lake and the mother of the subject of this sketch.

At five years of age (1840) Mr. Lake's parents removed from Connecticut to Albion, Orleans County, N. Y., traveling by way of the Hudson River and Erie Canal, there being no railroads across the State at that time. He was educated in an academy at Albany, and, in 1855, began his business career, being engaged during 1855-56 in the construction and operation of the Rochester, Lockport & Niagara Falls Railroad, now a part of the New York Central. In 1857 he was employed as an engineer on the Mississippi River, but the following year came to Chicago and entered into the service of the Chicago City Railway Company. In 1863 he was placed in charge of the West Division City Railway, remaining until 1866, when he engaged as a contractor in street construction and the paving business. A year later (June, 1867) he received the contract for the construction of the Washington Street Tunnel under the Chicago River, finished his contract in two and a half years, and, on January 1, 1870, transferred the tunnel to the city in completed condition. The same year he was awarded the contract for the construction of the lock and dam on the Illinois River at Henry, and two years later received the contract for dredging a channel in Galveston Bay and Buffalo Bayou between Galveston and Houston, Texas. His next important work was undertaken in 1873 in the construction, for the Company, of the Chicago & Pacific Railroad—now a part of the Chicago, Milwaukee & St. Paul Railway—from Chicago to Rock River. In 1874 he again entered into the service of the Chicago West Division City Railway, as General Superintendent and Manager, remaining until 1886, when he resigned. During the twelve years of his administration the volume of business on this line grew rapidly until, on his retirement in 1886, it was second to that of no other road of like character in the country. In 1903 Mr. Lake was extensively engaged in the manufacturing business, including the construction of engines, automobiles or horseless carriages, and other classes of machinery, and also serving as Vice-President and Treasurer of the McMullin Motive Power and Construction Company.

On November 9, 1864, Mr. Lake was married in Chicago to Charlotte Maria Clark, and had a family of four children named William Ovington, Jessie Genevieve, James Clark and Charlotte Myrtle. In religious faith he is a Presbyterian and in politics a Republican, but in no sense of the word an office-seeking politician. His life has been one of unusual business activity, the results of which are seen in some of the conspicuous public works of Chicago and the State of Illinois, which stand as monuments of his enterprise and engineering skill.

AUGUSTUS D. LAMB.

Augustus D. Lamb comes from good old Rev-

olutionary stock, having been born in Tioga County, Pa., April 14th, 1831. Loren Lamb, his father, was the fourth direct descendant of John Lamb, who came from Scotland and settled in America in 1680; Susan Adams, his mother, being a daughter of Lyman Adams, a brother of John Adams, the second President of the United States.

When eight years of age the subject of this sketch went to Warsaw, N. Y., to make his home with an uncle, where he received such educational advantages as were afforded by the country schools of that time. In 1853 he came to Chicago to seek a fortune. His first employment was with Eddy & Butler, dealers in hardware and stoves, with whom he remained for two years. In 1855 he formed a partnership with Isaac Anderson, in the same line of business, under the firm name of Lamb & Company, but later Mr. Anderson was succeeded by Mr. Jewett, who had come to Chicago on Mr. Lamb's urgent personal solicitation. Subsequently Mr. Lamb disposed of his interest in the business of Lamb & Jewett to O. R. Butler. Within a few years, however, Mr. Lamb entered the firm of Tuttle, Bartlett & Co., and after some years of faithful service was admitted into partnership, the firm being soon after reorganized and incorporated under the firm name of Hibbard, Spencer, Bartlett & Company. He subsequently disposed of his interest in this concern to enter the wholesale hardware firm of Brintnall, Lamb & Co., which he assisted in organizing. Mr. Lamb has passed the age of three score and ten and has retired from active business life, to pass his declining years in the peaceful serenity of a rest which a well-spent life of toil and integrity has richly earned. He was married in Chicago, in 1859, to Miss Anna E. Bissell, and was the father of two sons, Louis A., and Benjamin B., with whom he now resides at 2011 Prairie Avenue.

EDMUND M. LANDIS.

Edmund M. Landis, physician and surgeon, was born in Baltimore, Md., October 4, 1846, and died in Chicago, December 14, 1902. He was a great-great-grandson of William Robinson, the first Governor of Rhode Island, whose father, Rowland Robinson, came from Cumberland, England, to Rhode Island in 1675. The father of Edmund M. was Dr. Edmund Landis, who practiced medicine in Baltimore, Md., in early life, and later in Chicago, where he died. His mother's maiden name was Hannah Potter Robinson, who was closely allied with some of the leading families of Rhode Island, and was a cousin of Commodore Oliver Hazzard Perry.

The younger Dr. Landis received his early education in Baltimore, and removed from that city to Chicago in his youth. When in his sixteenth year, he enlisted in the One Hundred and Thirtieth Illinois Volunteer Infantry for service in the War of the Rebellion, and was three years in the Union Army. He was one

of the youngest of those who left Illinois to fight for the Union, and none discharged more faithfully all the duties of a soldier.

After the war Dr. Landis completed his education, and for several years was engaged in the drug business in Chicago, beginning the study of medicine in the meantime, and, in 1875, was graduated from Rush Medical College. He established himself in medical practice on the North Side in Chicago, and within a few years became one of the leading practitioners in that part of the city. For many years he was an intimate personal and professional friend of the famous surgeon, Dr. Moses Gunn, and, for a time, was House Physician at St. Joseph's Hospital. His practice was general in character, and few physicians of Chicago have had a clientele more devoted or more appreciative of chivalrous devotion to professional duties. He loved his profession, had a true moral sense of all the obligations that rested upon him, and was counselor and friend, as well as physician, to many of his patrons. His illness was short, and his death, while still at the height of his usefulness, was a shock to those who trusted him as a physician and friend. He was a member and Surgeon of Hancock Post, G. A. R., and his obsequies were conducted by that organization.

In 1877 Dr. Landis was married to Miss Alma Moore, of Chillicothe, Ohio, a daughter of Dr. James J. Moore, one of the leading physicians of Southern Ohio. Dr. Landis is survived by his widow, one daughter, Ida Mary Landis, and a son, Edmund Robinson Landis; also two brothers, Rowland R. and John W. Landis.

ALBERT G. LANE.

Albert G. Lane, District Superintendent of Schools, Chicago, was born in Chicago, March 15, 1841, of New England, and Puritan parentage. His father, Elisha B. Lane, settled in Chicago as early as 1836. Mr. Lane received his elementary education in the old Scammon School, and later in the High School, graduating with the first class from the latter in 1858. Immediately after graduating he was elected Principal of the Franklin School in the North Division, entering upon the duties of the position before he was eighteen years of age, being the youngest School Principal Chicago has ever had. His success, however, is demonstrated by the fact that he retained the position until 1869, when, having been elected County Superintendent of Schools as successor to J. F. Eberhart, he retired from his connection with the city schools. In 1873, having failed of re-election, he entered into the banking business in a west side bank, but four years later was re-nominated and re-elected County Superintendent of Schools on the Republican ticket. After that time he was re-elected three times, each time by increased majorities, making five terms in the same office. In 1871 Mr. Lane prepared a graded course of study for the country schools of Cook County, which

was subsequently adopted for the State of Illinois, and in modified form in many of the Western States.

At the time of the great panic of 1873, Mr. Lane had \$33,000 of County School funds deposited in the old Franklin Bank, which proved a loss on account of the failure of the bank. Although he might have made an adequate defense, he made the amount good by voluntarily selling his property, borrowing from his bondsmen, insuring his life to protect them, and working fifteen years to pay the debt.

September 15, 1891, while serving his fifth term as County Superintendent, Mr. Lane was elected Superintendent of Public Schools for the City of Chicago, as successor to the late George Howland, who had resigned in August previous. That his election was independent of political consideration is shown by the fact that he received fifteen votes out of a total of twenty-one in the School Board, a majority of whose members were Democrats. Mr. Lane has been recognized as a leader in the ranks of education of the State for years, and has been prominent in the deliberations and discussions at the annual meetings of the National and State Teachers' Associations. He was President of the National Educational Association for 1893 and 1894 and of the Illinois State Teachers' Association for 1899, and at the present time is a member of the National Council of Education. In 1898 he was appointed Assistant Superintendent of Schools for the city of Chicago, but under a reorganization of Chicago's school system, is now serving in the capacity of District Superintendent. Mr. Lane is identified with the Methodist Church, and has always been prominent in religious and Sunday-school work. He is a member of the Illinois Society of the Sons of the American Revolution.

ALBERT LARRABEE,

City Missionary for the Church of Christ, and the son of Stephen and Elizabeth N. (Fairbanks) Larrabee, both natives of Maine, was born in Danville, Maine, May 20, 1831, and educated at Lewiston Falls Academy. His paternal grandfather was Jacob Larrabee, born in Scotland, and his maternal grandparents were Jonathan and Mahitabel (Wilson) Fairbanks, both natives of Maine. Mr. Larrabee's boyhood was spent on a farm in what is now known as Auburn, Maine, and his business life has been devoted to the organization and promotion of various pioneer enterprises, some of which are as follows: In 1856 he moved to, and settled in the new town of Macon, Mo., where, in 1857, he obtained the establishment of a post-office and was appointed Postmaster; in 1860 the town was incorporated and he was elected its first Mayor, being re-elected in 1861. In 1863 he was admitted to the practice of law in the courts of that State. In 1866 he became united with, and at once set about the establishment of the Christian Church at Macon, Mo.; in 1867, organized the North Missouri In-

surance Company, and was its manager until 1873. This company did business in twenty-seven States, had 1,400 agents and received in premiums, \$1,000,000 annually.

In 1874 Mr. Larrabee removed to Chicago, and, for several years, continued in the fire insurance business. On his arrival in Chicago, he identified himself with the church and Sunday-school mission work on the West Side. At that date (1874) there was only one Christian Church (so called), which is now known as "Central Church of Christ," at Indiana Avenue and Thirty-seventh Street. This West Side Mission grew into organization, and, from 1876 to 1895, was located at Oakley Avenue near Jackson Street (now Jackson Boulevard). It has since been moved to Monroe and Francisco Streets, and is known as "Monroe Street Church of Christ." For several years Mr. Larrabee has devoted his time wholly, to opening up new missions and developing these missions into organized churches. From the above named mission of 1874 have grown all of the churches, of that denomination (seven or eight in number), on the West Side, at the present time.

The success of several of these churches and missions is largely the result of his labor. He is one of God's noblemen and his work is being richly blessed. Mr. Larrabee is at present Corresponding Secretary of the Chicago Christian Missionary Society.

Mr. Larrabee was married in Auburn, Maine, October 2, 1853, to Hannah N. Bourk, and six children have blessed this union: Julius Burke, Stephen Everett Girard, Massena Goodrich, Agnes Estelle, Albert Milsted, and Raggio. In politics, Mr. Larrabee is affiliated with the Democratic party.

GEORGE LEADY,

Engineer on Engine No. 73, Chicago Fire Department, son of Nicholas and Frances Leady, was born in New York City, July 22, 1846, and was brought by his parents to Chicago when he was one year old, and was educated in the public schools of Chicago. After leaving school, he learned the trade of machinist with the Illinois Central Railroad Company, remaining there four years. In September, 1867, he joined the Chicago Fire Department as substitute assistant engineer on Engine No. 5; was transferred as substitute on Engine 14 (Fred Gund, D. J. Swenie Captain), and to Engine 11 (Coventry). On November 1, 1868 he was made a regular member as assistant engineer on Engine 9 (Frank Sherman), and promoted to Engineer in 1873. At the great Chicago fire of October 8, 1871, he responded to the call, began fighting fire first on the corner of canal and Forquer Streets, and then was ordered to the Bonded Warehouse, at Beach and Taylor Streets. When the fire crossed the river, he was ordered to take a stand at Harrison and Clark Streets, and from there to the Goodrich dock, and took suction 125 feet east

of Rush Street Bridge, with Engine 13 (A. D. Titsworth).

While working there the engineer of No. 13 was overcome with smoke and asked Leady to run his engine at the same time he was running his own. Later his engine was removed to the Lake Front and Washington Street, as the water-works were destroyed. Engines 9 and 16 worked at the head of 25th Street and the lake, pumping into the mains, and again Assistant Engineer Leady was called upon to run both engines all night, as the engineer and assistant had left their engines without pulling their fire. Engineer C. S. Petrie relieved Engineer Leady in the morning, by taking charge of Engine 16.

Engineer Leady remained on Engine 9 for thirty-one years until he was retired August 1, 1898, and was re-assigned to duty as Engineer June 30, 1899, on Engine 73, where he is ready if it becomes necessary to repeat all the brave acts performed by him, and attend any fire which may occur, whether large or small. During these thirty-one years he was at all the large fires that occurred. November 16, 1897, he met with an accident, having his foot cut off at the instep, which was the cause of his being retired August 1, 1898. Engineer Leady's father, Nicholas Leady, became a member of the Chicago Fire Department in 1848, and was on Eagle No. 7, State and Harrison Streets. He was also a member of the Volunteer Association, and later a member of the paid Fire Department on Engine 5 (U. P. Harris). He rang the bell at the court house, also at Twelfth Street and the Harrison Street bell, and remained with the department until 1864.

George Leady was married in Chicago, May 18, 1870, to Miss Bertha Stageman.

DESIRA M. LE BEAU.

Desira M. Le Beau, yarder, Union Stock Yards, the son of Desira and Phoebe (Mitchell) Le Beau, natives of Montreal, Canada, was born in Chicago, May 3, 1852 and received his education in the Washington, Dearborn and Foster schools. After leaving school he worked for Field Leiter & Co., on Lake Street, for about one year, and then for A. G. Downs & Co. for three years. He learned and worked at the carpenter's trade, then took charge of the American Express Company's work, in the capacity of Superintendent of Construction, continuing in that position until 1894, since which time he has been employed as yarder at the Union Stock Yards. He was married to Margaret Russell, in Chicago, on February 5, 1879. Eight children have been born to them, five of whom are now living.

DESIRA LE BEAU, Sr., (deceased) was born in Montreal, Canada, in 1827, and came to Chicago in 1837. He here learned the carpenter's trade with his brother, Cyril LeBeau, with whom he entered into a partnership, which continued until his death, June 24, 1896. Mr. Le Beau was married in Chicago, in 1848

to Phoebe Mitchell, and they were the parents of twelve children, eight of whom were living in 1901.

LEVI Z. LEITER.

Levi Z. Leiter (deceased) was born November 22, 1834, in the little town of Maryland which bears the ancestral name of Leitersburg, from the first progenitor of the American branch of the family, who came from Rotterdam in 1762. He grew to early manhood in his native place, there received his rudimentary education and commenced his commercial life as a clerk in a general store. Becoming convinced that "the West" offered a more promising field for youthful energy, he journeyed as far as Springfield, Ohio, where for twelve months he filled a clerical position for Peter Murray, a prominent merchant of that place. Leaving Springfield in 1854, he came to Chicago, where he entered the employ of Downs & Von Wyck, with whom he remained until January, 1856, when he became a clerk in the wholesale house of Cooley, Wadsworth & Company. Marshall Field was a fellow-employee of the same firm, and both young men were subsequently taken into partnership, in recognition of their business capacity and service. On January 1, 1863, they sold their interest in the firm of Cooley, Wadsworth & Company to John V. Farwell, and purchased an interest in the business which had been built up by Potter Palmer. For several years the dry-goods firm of Field, Palmer & Leiter did a flourishing business. Mr. Leiter and Mr. Field finally bought out Mr. Palmer, and, from 1867 to 1881, managed the entire business under the firm name of Field, Leiter & Company.

On January 1, 1881, Mr. Leiter, whose real-estate holdings, because of their magnitude and importance, had already begun to demand much of his time, disposed of his interest in the firm of Field, Leiter & Company to his business partners, and from that time gave his attention chiefly to his large and growing real-estate interests, in the meanwhile devoting much time to travel, to the education of his family, to the cultivation and gratification of his own artistic and scientific tastes, including the accumulation of a magnificent library, which is one of the finest private collections in the country. From 1883 he maintained his home in Washington, D. C., and this was widely famed for its generous and refined hospitality. During his life his public and private benefactions were liberal and well directed. A biographer has said of him: "For many years Mr. Leiter was a Director of the Chicago Relief and Aid Society, and gave much time and patient study to the wise distribution of charity; and not only in this enterprise, but in all intelligently directed charities, he has been an honest worker and a liberal contributor, whenever he became convinced that the bestowal of money and time would produce more good than harm. In all that goes to ad-

vance the social and educational, as well as the business, interests of Chicago, Mr. Leiter has been a moving spirit. His great means, as well as his keen business capacity, have been enlisted in many worthy enterprises."

To the Chicago Historical Society he was a liberal contributor, as well as a generous patron of the Art Institute. After the former had suffered so severely in the fires of 1871 and 1874, he was one of a few devoted friends who came to its relief with substantial donations, which saved it from threatened collapse and again placed it on a solid basis. He also contributed generously toward the Society's Building fund, and aided it in many other ways. He was the second President of the Art Institute, succeeding Mr. George Armour. Although a resident of Washington, he never lost his interest in Chicago, where he was an extensive real estate owner and a heavy taxpayer. After the conflagration of 1871, he materially aided in the city's rebuilding by the erection of numerous stores and handsome office and business blocks; was also one of the principal stock-holders in the Illinois Trust and Saving Bank from the time of its organization. In social life he was connected with a number of local clubs, including the Chicago, the Calumet, the Washington Park Clubs and the Union League.

In October, 1866, Mr. Leiter was married to Mary Theresa, a daughter of Benjamin Carver, a lineal descendant of a brother of John Carver, the first Governor of Plymouth Colony. Mr. and Mrs. Leiter had four children; Joseph, Mary Victoria, Nancy Lathrop Carver and Marguerite Hyde—the latter familiarly known in society as Miss Daisy Leiter. Joseph Leiter came into prominence in 1898, through his daring ventures in the wheat market, which, while they resulted in financial loss to the operator, proved of immense value to the farmers of the Northwest. Mr. Joseph Leiter is largely interested in coal mines in Southern Illinois. The eldest daughter of Mr. and Mrs. L. Z. Leiter, Mary Victoria, became the wife of the Honorable George Curzon, now Lord Curzon, of Kedleston, England, and Viceroy of India. The second daughter, Nancy Lathrop Carver, is married to Colin P. Campbell, a Major in the English Army in India. The youngest daughter, Marguerite Hyde, is married to the Earl of Suffolk and Berkshire.

FREDERICK A. LENNON.

Frederick A. Lennon, time-keeper and hog-buyer at the Union Stock Yards, Chicago, was born in Dublin, Ireland, February 24, 1859, and educated by private tutors. After leaving school he came to Chicago in 1879 and found employment with Armour & Company as time-keeper, remaining there for twelve years. He then bought hogs for the International Packing Company for about three years, and later for the Chicago Packing & Provision Company for three and

a half years, after which he entered into the employment of the T. J. Lipton Co., where he has since remained buying hogs for this company. Always attentive to business and watchful for the interests of his employers, he is highly appreciated by all with whom he associates.

NICHOLAS A. LIES,

Assistant Engineer, Harrison Street Pumping Works, was born in Aurora, Ill., February 19, 1865, and educated in the public schools. After leaving school he worked in the office of the Chicago, Burlington & Quincy Railroad at Aurora for two years, then in the machine shop of the same company until he went to the machine shop of Hoyt Brothers, remaining there three years, when in 1888, he came to Chicago, where he worked in the shop of Robert Tarrant & Company for two years. He then found employment in steamboating on the lakes during the summers for five years, and at Tarrant & Company's, during the winters. He was the first assistant engineer at the Rookery Building for ten months, and then assistant engineer for six months at the Marquette Building, when he took the civil service examination, and was the first certified under the civil service rules, obtaining the first appointment. He then went to the Fullerton Avenue Pumping Station, remaining one year; then took another promotion from civil service examination, standing at the head of the list and receiving the appointment of assistant engineer for Central (Harrison Street) Pumping Works, where he has remained for more than four years, and, by strict attention to duty, has merited the approbation of his associates. He is a member of Douglas Lodge, No. 125, Knights of Pythias; Columbian Knights, Oriental Lodge No. 44; and National Association of Stationary Engineers, No. 1. He was married in Chicago, November 27, 1895, to Miss Amanda Krueger, and they have one son.

ROBERT T. LINCOLN.

Robert Todd Lincoln, lawyer, ex-Secretary of War and for four years Representative of the United States at the Court of St. James, was born in Springfield, Ill., August 1, 1843, the oldest son of Abraham and Mary (Todd) Lincoln, and was educated in the home schools and at the Phillips-Exeter Academy and Harvard College, graduating from the latter in 1864. During the last few months of the Civil War he served on the staff of General Grant with the rank of Captain. After the war he studied law, and, on his admission to the bar, settled in Chicago, finally becoming a member of the firm of Isham & Lincoln. In 1880 he was chosen a Presidential Elector on the Republican ticket, and in March following was appointed Secretary of War by President Garfield, serving until the close of President Arthur's administration. In 1889 he became

Minister to England by appointment of President Harrison, and continued in this office until the accession of President Cleveland. This was the last public office held by him. After the death of George M. Pullman he became Chairman of the Executive Committee and Acting President of the Pullman Palace Car Company, which position (1904) he still holds. Mr. Lincoln's name has been frequently mentioned in connection with the Republican nomination for the Presidency, but its use has not been encouraged by him.

JAMES ARTHUR LONG.

James Arthur Long, lawyer, Chicago, was born in Appleton, Wis., April 19, 1869, the son of Matthew and Anna (Martin) Long, who were both of Irish birth and ancestry. His paternal grandparents were Matthew and Anna (Lane) Long, while his maternal grandfather, James Martin, married a lady by the name of Cashman, all natives of Ireland. The father, Matthew Long, was a college professor in his native country, came to America in 1838, and finally settled on a farm near Appleton, Wis., then a frontier wilderness district, where he reared a family of eleven children—eight boys and three girls.

James A. Long, the fifth son and the subject of this sketch, was educated in the high school at Appleton, in the Normal School at Valparaiso, Ind., and the Kent Law School, Chicago. In May, 1889, he went to Montana and rode with the cow-boys on "the range" in the northwest part of the Territory for two years. October 20, 1893, during the last days of the World's Columbian Exposition, he arrived in Chicago, and was employed by J. F. Snyder, a lawyer now in the Tacoma Building, on a salary of two dollars a week. He studied law at night, was admitted to the bar, and has had a successful practice, his annual income during the last few years amounting to several thousand dollars. He spent two years among the Indians during his stay in the Northwest, and bears the mark of Indian bullets upon his arm. On August 6, 1890, he was married to Lulu Jane McKay, of Chicago. In religious belief Mr. Long is a Roman Catholic, and politically a Democrat.

JOEL M. LONGNECKER.

Joel M. Longnecker, attorney-at-law, Chicago, born near Robinson, Crawford County, Ill., January 12, 1847, was educated in the district and public schools and, before reaching his eighteenth year, in November, 1864, enlisted in the Fifth Regiment Illinois Cavalry, during his period of service participating in many hard fought battles and great raiding expeditions, including the Meridian raid and the expedition against Jackson, Miss., and being finally mustered out October 27, 1865. Upon returning home, Mr. Longnecker devoted his attention to study, attending the Robinson High School, where he graduated and then

began teaching, but later took up the study of law and was admitted to the bar at Olney, in 1870. Then, after serving two years as city Attorney and four years (1877 to 1881) as State's Attorney, he removed to Chicago in the latter part of 1881. From the very start, his career has been both successful and brilliant, having filled several of the most important positions in the State. In 1886, Mr. Longnecker succeeded to the office of Prosecuting (State's) Attorney, continuing until 1892. While in this office, he conducted a large number of important criminal cases, one of the most important being the trial of the murderers of Dr. Cronin, in which he gained a wide reputation for skill and ability as a prosecutor in cases of this character. He has a large and growing practice and, together with his son, Rolla R., has organized the firm of Longnecker & Longnecker. He is a member of Lincoln Post, G. A. R., and, in May, 1900, was chosen as Department Commander for Illinois of the Grand Army of the Republic. He is a man of eminent ability with commanding influence and dignity. His frank and genial nature, and his earnestness and confidence in his undertakings naturally fit him for a leader; his comrades of the G. A. R. knew this and hence their choice. Mr. Longnecker was married to Miss Florence Fitch in August 1870, and three children have been born to them, viz.: Rolla R., Joel F. and Theodosia M.

JOHN McMURDO LORIMER.

John McMurdo Lorimer, State Grain Inspector, Chicago, was born in Manchester, Eng., July 20, 1866, the son of William and Sarah (Harley) Lorimer, who came to America when he was two years old. The father, who was a civil engineer and stone-mason, was killed on a building in 1872, being then but thirty-five years of age. There are six of his children now living: Anna, William, Sarah, Agnes, John McM. and Mary. The mother died June 5, 1903, aged seventy-two years and eleven months. Mr. Lorimer's brother, William, is an influential factor in political affairs in Cook County and the State of Illinois, and, except a few years (1893-95), has held the position of Representative in Congress from a Chicago District continuously since 1894 to the present time (1905). John McM. Lorimer attended the Scammon School until he was nine years old, then leaving to become a newsboy. When sixteen years of age, he entered the employment of the Street Railway Company, and in 1886 became a fireman on the Chicago, Burlington & Quincy Railroad, retaining this position for seventeen months. He then (February, 1888) went on a strike, which lasted eight months, after which he was employed as fireman on the Wisconsin Central eight and a half years, when he resigned, April 13, 1897. He then began preparation for taking a civil service examina-

tion for the position of grain inspector, which he successfully passed July 1, 1899.

Mr. Lorimer was married at Waukesha, Wis., February 22, 1892, to Miss Agnes E. Lenartz, of Chicago, and to them have been born two children: Agnes Catherine, born March 27, 1893, and William Joseph, born March 19, 1897. Mr. Lorimer belongs to the Brotherhood of Locomotive Firemen and the National Union, and his people are Presbyterian in their church relations. His wife is a Catholic.

JAMES P. LOTT.

James P. Lott, prominent live-stock dealer, Chicago, and sole surviving child of the late Thomas Lott by his first marriage, was born in South Charleston, Ohio, October 12, 1839, attended the public schools as a boy, and afterward worked on a farm. In January, 1861, he came with his father to Bloomington, Ill., where he at first engaged in the grocery business, and afterward conducted a hotel. Coming to Chicago in 1870, he worked for his father's firm, Lott & Smith, until his parent's death, when he succeeded to his interest. In 1876 he withdrew from this concern to enter into partnership with William Harpole, William T. Dickson subsequently becoming a member of the firm. In 1884 Mr. Harpole severed his connection with the house, and Messrs. Dickson & Lott carried on the business alone, until 1902, when Mr. Lott retired. Mr. Lott's experience, judgment and sense are widely known, and have won for him both commercial and civic distinction. In 1897, Governor Tanner appointed him a member of the Illinois Live Stock Board, a position which he held until April, 1891.

While a thorough-going business man, keenly alert to every detail of the important interests to which he devotes his personal supervision, Mr. Lott is genial in temperament and fond of social pleasures, readily making and keeping friends. He was married to Miss Mary E. White, of Sycamore, Ill., on October 30, 1873.

THOMAS LOTT.

Reference has already been made, in these pages, to the important part played by the Union Stock Yards in the commercial development of Chicago and in placing it in the position of the leading provision and live-stock market of the world. In recalling this fact, however, the average reader is apt to bring to mind only the great packing houses whose enormous plants are capable of supplying the armies of the world, and whose empty cans have been picked up by explorers upon the sun-scorched lands of Central Africa. Not to these men alone does Chicago owe a debt, but to the live-stock commission dealers as well, whose sagacity, promptitude and fair-dealing have become proverbial. To this class of business men belonged the late Thomas Lott, whose name was, for many years, a syn-

onym for business integrity among both his customers and his business associates.

Mr. Lott was born at Danville, Pa., in September, 1815, and, after reaching maturity, engaged in stock-farming in Clark County, Ohio. Thence, in January, 1861, he removed to Bloomington, Ill., and in 1868 came to Chicago, becoming a partner in the live-stock firm of Horine & Lott, at the Stock Yards. A year later he withdrew to form a partnership with H. R. (familiarily known as "Jersey") Smith. He remained a member of this firm, under the name of Lott & Smith, until his death, March 21, 1872.

Thomas Lott was twice married, first, in 1838, in Clark County, Ohio, to Susan Paist, who bore him two children, one of whom, James P., is yet living. She died in 1842, and three years afterward Mr. Lott married Mary Holloway, by whom there were five children, two of whom are now living.

WILLIAM W. LOWE,

"Pioneer" Assistant Engineer Sewerage Department, was born in New York City, December 21, 1838, and was brought to Chicago by his parents in 1839. Here he attended the Dearborn School and Wilson's Academy, and after leaving school was employed in James Potter's engineering office, where he remained until April 17, 1861, when he enlisted as United States Volunteer, being mustered in April 19, on Battery A, First Illinois Artillery. He took part in a number of prominent battles as a member of the Paducah Division, and was transferred to Gen. W. T. Sherman's Division after the battle of Pittsburg Landing, and later to Sherman's Grand Division. He was honorably discharged from the army July 28, 1864. After leaving the army he returned to Chicago and entered the office of the Sewerage Department in the fall of 1864, as Assistant Engineer under W. H. Clarke, and, with the exception of sixteen months, has been in the service of that department up to the present time, proving that his valuable services have been appreciated by the administrations with which he has been connected during a period of forty years.

Mr. Lowe was married to Miss C. K. Fish, in Chicago, September 6, 1865, and of this union one daughter has been born.

JOHN LYNCH,

Chief of Battalion 15, Chicago Fire Department, was born in Joliet, Ill., April 1, 1849. He became a fireman in 1872, and served on Engine No. 17 and Chemical No. 1. He was made a Lieutenant in 1876 and a Captain in 1886, later serving on Engine No. 18. In 1878 he was promoted to Chief, and is now (1904) serving at the head of Battalion 15, with headquarters at 1245 West Thirteenth Street. Captain Lynch has had many hair-breadth escapes, including the fire at the Academy of Music, just missing a descent through the roof into the blazing parquet, when Marshal Petrie and seven

companions went down. He was President of the Firemen's Benevolent Association, when the clever Dan Healy, Superintendent of Public Service and an ex-fireman, was Treasurer. He is a fair sample of the genial, brave, fearless and always ready Chicago fireman. He was married on the 17th day of March, 1875, to Mary O'Hallaran in Chicago, and five children have been born to them: Henry J., George E., M. E., Agnes and Annie.

JOHN J. LYNCH,

Lieutenant of Fire Insurance Patrol No. 4, was born on a farm near Bunker Hill, Macoupin County, Ill., March 19, 1864, and educated in the district schools. After leaving school he worked for the St. Louis Bridge Company for eleven years, then came to Chicago May 3, 1891, and entered the employ of Armour & Co., and later that of the Chicago Telephone Company. He joined Patrol No. 1, November 6, 1891, and was assigned to No. 5, when it was organized March 5, 1892; was transferred to Patrol No. 1, August 13, 1894; promoted to Lieutenant, November 1, 1896, and transferred to Patrol No. 4, Union Stockyards, where he is always ready to protect the valuable interests with which he is surrounded. He has no wonderful escapes or injuries to relate, but has had many close calls. He was married in Chicago, November 25, 1890, to Miss Nora Scully, and they have had six children, four of whom are living.

CHARLES ELIAS MABIE.

Charles Elias Mabie, President of the Northwestern Life Assurance Company, was born at Onion River, Sheboygan County, Wis. July 1, 1855, a son of Daniel K. and Ann Eliza (Hyatt) Mabie. The family name is an ancient one, its origin in this country dating from the time of the war between Holland and Spain, when an ancestor of that name came over as a privateersman on a vessel fitted out by the Spanish nation. This ancestor settled on the New York coast, and the family in due time became numerous and well-known in New England history. Daniel K. Mabie, the father of Charles E., was born in Putnam County, N. Y., in 1818, and was the eldest of a large family of children. He was a physician of high standing, and removed to Wisconsin in 1855, and from there to Illinois in 1871, where he practiced his profession for many years with marked success.

The son acquired his education in the schools of Pecatonica, Ill., and at the age of nineteen commenced business as a fire insurance solicitor. Following this, he took up life insurance, and in 1878 accepted the position of General Agent for the Equitable Life Assurance Society of New York City. In 1881 Mr. Mabie was elected President of the Northwestern Life Assurance Company of Chicago, thus assuming still greater burdens and responsibilities as an executive officer. His selection for this posi-

tion was a wise step, and under his able direction the business has rapidly increased. Mr. Mabie is a gentleman of fine social as well as business qualities. He is a member of the Hyde Park, the Hamilton and Marquette Clubs, and of the Knights of Pythias and Masonic orders. He is a widower and has two daughters, Litta and Dorothea.

SAMUEL JOHN MACK.

The extensive railroad interests of the country are believed, at the present time, to afford the most inviting field for the exercise of unusual business abilities. Certain it is that the railroad men connected with the Union Stock Yards Company at Chicago, are men who hold their positions by right of natural fitness. Their work is too complicated and involved for weaklings and incompetents, and the men who are doing what their companies need are strong and capable. Among these men Mr. Mack holds an honorable place. He is the agent of the shipping division of the Chicago Burlington & Quincy Railroad, which has charge of the handling of the live stock at the Union Stock Yards, and during his long connection with the "Q" has displayed business abilities of the highest order.

Mr. Mack was born at Lakeville, Washington County, N. Y., August 6, 1847, and was educated in the public schools. When he had finished his studies he secured a position with the Chicago, Burlington & Quincy Railroad, at Somonauk, Ill., and there was at work when the Civil War called him to the front. In 1861 he enlisted in the Eighth Illinois Volunteer Cavalry, and served throughout the war, making a record of which his friends are justly proud. In the fall of 1865 he resumed his connection with the "Q," and for two and a half years was employed in its train service, when he was sent to the Union Stock Yards to take charge of the shipping interests of the company at that point. For a time his business was amply accommodated in a way-car; but it speedily grew and, at the present time, has attained mammoth proportions. Mr. Mack finds his one recreation in the enjoyment of a good horse, and is a passionate lover of this noble animal, keeping several on hand. Nothing delights him so much as a friendly spin and a warm tilt down the boulevards. His long service of forty years with the great company whose interests he so zealously guards at the stock yards is proof of his signal business ability, and the warm esteem in which he is held by an army of shippers shows his manly qualities and generous nature. He belongs to Home Lodge, No. 508, A. F. & A. M., and is an adept in the mysteries of the craft.

FRANKLIN MACVEAGH.

The ranks of commerce have given to the world an innumerable host of men justly famed for keen perception, far-seeing judgment, broad

knowledge of affairs and unselfish devotion alike to private and public trusts; yet among their members it is rare to find men who join to these powers—inherent or acquired—broad scholarship and ripe culture. Business cares, engrossing in their nature and peremptory in their demands, not infrequently stunt mental development and act as a curb to the natural expansion of latent impulse.

The business life of Franklin MacVeagh furnishes a notable exception to the rule, and amounts almost to a contradiction of the aphorism. Lawyer, merchant, author, statesman, he has studied no subject which he has not probed, and undertaken no task in which he has been found derelict.

Mr. MacVeagh was born in Westchester, Chester County, Pa., his father being a prosperous and universally esteemed farmer, commonly hailed as "Squire" by his fellow-townsmen. Franklin pursued his preparatory studies chiefly in the schools of his native town, afterwards matriculated at Yale College, where he graduated in the academic course in 1862. The two years following he spent in Columbia College Law School, then under the wardenship of the eminent Theodore W. Dwight, afterward a member of the Commission of Appeals. While pursuing his studies theoretically at the law school, he was gaining a practical insight into practice through his connection with the office of Edmonds, Bushnell & Hamilton. At that time Judge Edmonds, the senior member of the firm, was engaged upon a private revision of the New York Statutes, a work which became recognized and quotable authority in the State courts of record. The natural acumen and painstaking accuracy of young MacVeagh, joined to his facile use of language acquired through college training, induced the Judge to employ him as an assistant in what was one of the stupendous legal and literary undertakings of the decade. Later, the young lawyer, after declining a partnership with Judge Edmonds, formed a limited business connection with Charlton T. Lewis, Esq., of New York, but ill health necessitated his abandonment of a profession for which he had manifested a marked aptitude, and in which his native talent and high endowments would, beyond question, have enabled him to take a high rank. Being advised to seek a change of climate, he removed to Chicago in September, 1865, and has there aided in founding and building up the enormous wholesale grocery business conducted by the firm of which he has been the head since 1870.

Not all his time, however, is given up to the cares of business. Fond of literature and of literary pursuits, he spends many hours in his large, well-selected, richly housed library in his handsome home on the Lake Shore Drive, which abounds in evidence of a refined, even æsthetic taste. As a writer he is versatile and forceful, and his diction is often classic in its purity and elegance.

Chicago has received many proofs of Mr. MacVeagh's self-sacrificing readiness to respond to appeals to his public spirit as a citizen. In 1874 he was chosen President of the Citizens' Association, and was charged with the chief responsibility of perfecting the organization of the body and formulating and directing its work. Although the task was an onerous one, his deep interest in the public welfare would not permit him to seek to shift the responsibility and burden to the shoulders of another. The results of the association's labors form a part of the city's history, and Chicago is today enjoying the fruits of the profound thought, patient study and systematic efforts of Mr. MacVeagh and his associates, to whom patriotism meant more than partisanship, and who valued the public good more than private gain. Through their efforts the City Fire Department was entirely reorganized and placed on a non-partisan basis; the bureau system of municipal administration gave way to one investing the Mayor with broader powers and providing for the appointment of responsible heads of departments; provision was made for more adequate water supply, and other equally vital reforms were inaugurated.

While taking a deep interest in political affairs, Mr. MacVeagh has never aspired to hold office because of the honor, the mere emoluments or patronage incident to official position. In 1894, however, he consented to become the Democratic nominee for the United States Senate, and was named as such by the State Convention of his party. The Legislature elected was Republican, there being, during that year, what is popularly called a "political landslide," and while he received the full Democratic vote on joint ballot, Senator Cullom was re-elected. Mr. MacVeagh's brother, Wayne MacVeagh, of Pennsylvania, was for many years in public life, having filled the posts of United States Minister to Turkey and to Italy, and sat in the Cabinet of President Garfield.

Mr. MacVeagh is a charming conversationalist, and of polished, yet genuine and sincere courtesy. His address combines dignity with affability, and thoughtfulness for others is one of his pronounced characteristics. He is endowed with rare organizing and executive ability, and his judgment of men is rarely at fault.

Mrs. MacVeagh is a daughter of the late Henry F. Eames, for many years President of the Commercial National Bank of Chicago, which responsible position he filled up to the time of his death.

CHARLES A. MALLORY.

While not yet having passed the prime of manhood, Mr. Charles A. Mallory has already attained a high place among the enterprising and successful business men of Chicago. The only son of the late Henry C. Mallory, he has worthily followed in the footsteps of his esteemed and lamented father. Charles A. was born on the paternal farm, in Hillsdale County,

Mich., on September 28, 1858, and brought by his parents to the City of Chicago while yet an infant. After leaving school, at the age of fifteen, he started in the life insurance business, but the following year began work at the Union Stock Yards, and since 1874 has been identified with the live-stock commission business. As a member of the firms of Mallory & Brother, and Mallory & Son, and as Treasurer and manager of the Mallory & Son-Zimmerman Company, and as Treasurer and manager of the Mallory Commission Company, his name is still well known in every great live-stock market throughout the continent, his firm having branches at St. Joseph and Kansas City, Mo.; South Omaha, Neb.; South St. Paul, Minn.; and Sioux City, Iowa. During his comparatively short business career, he has exhibited a quick perception, sound business judgment and executive capacity of a high order, which could scarcely fail to bring him prominently into the foreground.

Mr. Mallory was married to Miss Elizabeth Allen at Hillsdale, Mich., on March 4, 1884, and they are the parents of four children, only two of whom are living.

DEWITT CLINTON MALLORY.

Although not yet past middle life, few men at the Union Stock Yards are better known or more universally esteemed than Dewitt C. Mallory, President of the Mallory Commission Company. Mr. Mallory was born at Moscow, Hillsdale County, Mich., September 19, 1843. Attendance at the District school was supplemented by a course of study at Albion College in his native State, when, in January, 1872, he came to Chicago to begin work for the firm of Mallory Brothers at the Union Stock Yards, with whom he remained until the retirement from the firm of H. E. Mallory. The gentleman last named and Mr. D. C. Mallory then formed a partnership under the title of Mallory & Brother. H. E. Mallory died in 1889, and his surviving partner became a member of the Mallory & Son-Zimmerman Company, in which concern he held the office of Vice-President until December 25, 1895, when occurred the death of another brother, H. C. Mallory. Not long after, there was organized the Mallory Commission Company, D. C. Mallory being elected its President and still retaining that position.

On April 27, 1865, he was united in marriage to Mary Josephine Vaughn, at his native town of Moscow, and two of the four children born to them survive. S. A. Mallory, son of D. C., is now one of the employees looking after the interests of the firm in the Yards. His daughter is married to A. C. Dean, who is now in the employ of the Swift Company and is located in New York City.

HENRY CLAY MALLORY.

For nearly forty years the name of Mallory has been a familiar one to dealers in live stock, not only in Chicago but also throughout the

West. Under various mutations of style, the house of Mallory has grown and prospered for four decades, its original founder having been the prominent business man just named. Henry C. Mallory was born at Palmyra, N. Y., August 19, 1828. When he was a boy of nine years, his parents emigrated from Wayne County, in the Empire State, to Hillsdale County, Mich., settling on a farm near Jonesville. There he grew to manhood, receiving his education in the country schools and at Albion College. While yet a young man he entered the employ of the Lake Shore & Michigan Southern Railroad Company, as a solicitor of consignments of live stock for east-bound shipment. It was in this capacity that he came to Chicago in 1859. Three years afterward he formed a partnership with a Mr. Wallwork for the conduct of a live-stock commission business, at the old Lake Shore & Fort Wayne Yards. In 1865 Wallwork & Mallory removed to the Union Stock Yards. In 1867 his brother, H. E. Mallory, entered the firm, the style thereupon becoming Mallory & Brother. In 1878 H. E. Mallory withdrew to engage in business alone, and the name of the house was changed to Mallory & Son. The Mallory & Son-Zimmerman Company was incorporated in 1869 with Henry C. Mallory as President, and this position he continued to fill until his death, on Christmas Day, 1895. The foregoing resume of his life and work is necessarily brief and imperfect. The mere outline of a life will fail to show the innate nobility of character which underlies it. To assiduity in business Mr. Mallory joined gentleness and generosity, and to keen business judgment a scrupulous sense of business honor. While living in Jonesville, Mich., in 1850, he married Miss Susan B. Hoxie, the issue of the union being two children, Charles A. and Emma L.

HERBERT E. MALLORY.

The passing from life of such men as the late Herbert E. Mallory leaves a void, not only among the friends who loved him for his unselfish spirit and broad charity, which knew not malice, but also in the community in which he was honored for his unspotted character and blameless life. For forty-four years he was identified with Chicago's live-stock markets, and during all that period his name was a synonym for probity and upright dealing.

It was at Macedon, Warsaw County, N. Y., that he was born, on January 14, 1833, but while a child of four years, his parents removed to Michigan, being among the pioneer settlers of that State. As a boy he helped his father in farm work, and, by the aid of such schools as the locality afforded and study at home, he managed to acquire a fair common-school education. He was industrious and thrifty, and at twenty years of age was engaged in cultivating his own farm, to which he had acquired the title through patient work and self-denial.

He was married early in life, choosing for his wife Lucy A. Wakefield, of Wheatland, Mich., to

whom he was wedded on February 22, 1852. The issue of this union was three daughters. The eldest, Josephine R., became Mrs. M. J. Messinger, who died June 24, 1873. The other two married, respectively, Frank Kinzie and George Moore. Being blessed with no son, Mr. and Mrs. Mallory adopted one, who is known as Frederick A. Mallory.

In 1862 Mr. Mallory removed to Detroit to assume superintendency of the construction of the stock yards there, and for a year was engaged in shipping stock, but the following year took up his residence in Chicago. Having experienced financial reverses, and with serious domestic responsibilities resting upon his shoulders, he lost no time in making an effort to recoup his fortunes. He formed a business association with his cousin, John R. Hoxie. They were purchasing and shipping agents for a Cleveland concern, also doing more or less business under army contracts, and, during one winter, purchased and shipped \$250,000 worth of stock unaided. In 1867 he entered the firm of Wallwork and Mallory, in which his brother, Henry C., was a partner. The style of the firm then became Mallory & Brother. Mr. Mallory continued to carry on business successfully at the Yards until his demise, which occurred November 3, 1887.

Although always averse to holding public office, Mr. Mallory consented to represent the Fourth Ward in the City Council in 1878, and again in 1879, showing, in the service of his constituents, the same pains-taking care, the same sound business sense and the same fidelity to duty which always guided him in his private affairs. He was a member of Home Lodge, A. F. & A. M., but his domestic tastes always inclined him to the pleasures of his own fire-side. In reviewing his life and character, it is difficult to give him just meed of praise without employing terms which may sound like fulsome flattery to those who did not know him. Faithful in every relation of life, with tender, sympathetic heart and generous impulses, his life was filled with deeds of unostentatious kindness and benevolence. The memory of such men cannot die.

WILLIAM H. MALLORY.

Few names are better known, or more thoroughly respected, at the Union Stock Yards, than that of Mallory. Since the opening of the gates for business, the members of this family have been prominently identified with the live-stock business carried on there, and have been among those who have contributed much, not only to the building up of the Yards, but also to the increase of Chicago's business. The subject of this biography has been, for nearly forty years, a familiar figure and successful trainer at the great center of business activity. He was born at Moscow, Mich., January 18, 1841, the son of Azariah Mallory, who died June 23, 1853. After passing through the district school, he pursued his studies at

Albion and Hillsdale Colleges, meanwhile working upon the farm. After the settlement of his father's estate he came to Chicago, in October, 1863, and entered the employ of Wallwork & Mallory, with whom he remained one year. He then engaged in shipping live stock in connection with his brother Byron. After his brother's death he continued to carry on the business alone with decided success until 1873. During these years he bought cattle for several eastern houses, among them being the well known firm of Comstock & Brothers, of Providence, R. I. In 1873 he became buyer of hogs for J. B. Murphy, and after two years accepted a similar position with Armour & Co. He left the latter concern in 1876, to become cattle buyer for Nelson Morris & Co., which responsible position he still fills, his sound judgment, shrewd sense and absolute fidelity having proved invaluable.

OSCAR F. MALMBERG,

Captain on Engine No. 83, Chicago Fire Department, was born in Sweden, October 30, 1862, and educated in the public schools. He came to New York in February, 1882, and to Chicago in June, 1882, and in the latter city was clerk in a grocery store until September, 1885, when he bought a grocery. On August 15, 1887, he joined the Chicago Fire Department, and was assigned to Engine No. 22 as substitute pipeman, serving with that company until transferred to Engine No. 13 on November 1, 1887. He was promoted to Lieutenant July 2, 1891, and assigned to the fire-boat "Yosemite," and on July 2, 1896, was promoted to Captain and transferred to Engine No. 21, then transferred to Engine No. 73, April 15, 1897, and later to Engine 85, where (1904) he is ready for any call of duty or danger. He has had several narrow escapes and rescues, and was honorably mentioned by the Department for rescuing a man from drowning at the Yosemite headquarters, at the foot of LaSalle Street, August 5, 1892, and on the following night, with the assistance of the crew, rescued two men from drowning. At the fire at 236-238 Monroe Street, February 14, 1894, he was ordered with his company, by Chief Swenie, to rescue William Fleming of Engine No. 40, who was caught by falling floors at the head of the stairs leading to the third floor, and while engaged in releasing Fleming's arm from underneath a heavy beam, an explosion occurred, throwing them to the bottom of the stairs on the first floor, just as Fleming was released. At the lumber yard fire, August 1, 1894, Lieutenant Malmberg, while with fire-boat "Yosemite," did excellent service with the other officers and the crew in stopping the cyclone of fire from crossing the river south of the fire, thereby saving from destruction the Santa Fe elevator, which was on fire many times but escaped with slight damage. The wind developed into a cyclone of sufficient power to lift wagons loaded with lumber, whirling them through the air. One of them struck the starboard side of the fire-boat, doing considerable damage. First As-

sistant Fire Marshal W. H. Musham was thrown into the river and rescued by the crew. Lieutenant Malmberg was blown from the stand-pipe on the deck, but recovered shortly after.

On September 12, 1894, the fire-boat "Yosemite" responded to a special call at 8:13 p. m., from box 1511, to A. R. Beck's lumber yard, South Chicago. In leaving the harbor everything was made fast, and the port-holes closed, as a gale was blowing from the southwest. In order to avoid the reef at Morgan's pier near Fifty-eighth Street, the boat was headed out into the lake. When about one and one-half miles from the shore, and one mile south of the Sixty-eighth Street crib, the stoker informed the officers that the water in the hold was touching the grates, and threatened to put out the fires. Immediately the suction pumps were applied to the pumps, but too late, and the fire-whistle was blown as a signal of distress. The men were ordered to bail out the boat with buckets. Lieutenant Malmberg made torches by taking his own clothes and those of the crew, and saturating them with kerosene oil, which attracted the attention of the life-boat crew at Jackson Park. In about three hours the life-boat appeared and rescued the "Yosemite" crew, although in returning to the shore the waves were so high that the life-boat capsized, and the eighteen occupants were thrown into the lake. After many attempts the boat was righted and the storm-tossed mariners were again seated in it, excepting Lieutenant Malmberg and Engineer Brown, who had to hang on to the edge of the boat until they reached the shore. The fire-boat sank within ten minutes after the crew was rescued, but was raised and placed in service again.

Lieutenant Malmberg was married in Chicago, April 30, 1890, to Miss Jennie Akerland, and two children have been born of this union.

AUGUSTUS K. MANNING.

Augustus K. Manning, soldier and attorney-at-law, Chicago, was born at Waterloo, N. Y., November 30, 1848; came to Warrenville, Du Page County, Ill., with his parents in 1849, and remained there until he was about sixteen years old, when he enlisted in the United States Army, joining Company H, Twenty-third Illinois Infantry (Mulligan's Irish Brigade), at Richmond, Va. When the war was over he returned to Warrenville, and in 1866 became traveling salesman for Torrance, Manning & Company, wholesale notion dealers, of Chicago, and at the time of the great fire in 1871, was traveling salesman for J. B. Shay & Company, of Chicago, wholesale dry-goods dealers. In 1872 Mr. Manning went into the real estate business, and, in 1880, graduated from the Union College of Law, of Chicago, since which time he has been engaged in practice of his profession in this city.

HUGH MARTIN,

Chief Engineer, Fourteenth Street Pumping Station, Chicago, was born in Chicago, January 1,

1863, and educated in the public schools. After leaving school, he learned the machinist's trade, including engineering on railroads and steamboats, until he was appointed Chief Engineer of the Cook County Court House, January 1, 1892. He was assigned to the Fourteenth Street Pumping Station, as Assistant Engineer, February 18, 1893, remaining there two years, when he worked for the John Bullen Malting Company, as engineer, for one year, and then for the Citizens' Brewing Company. He returned to the Fourteenth Street Pumping Station July 1, 1897, as Chief Engineer, and was transferred to the Sixty-eighth Street Pumping Station May 22, 1901, occupying one of the most important positions connected with the City Water Works. In 1904 he is again on duty at the Fourteenth Street Pumping Station.

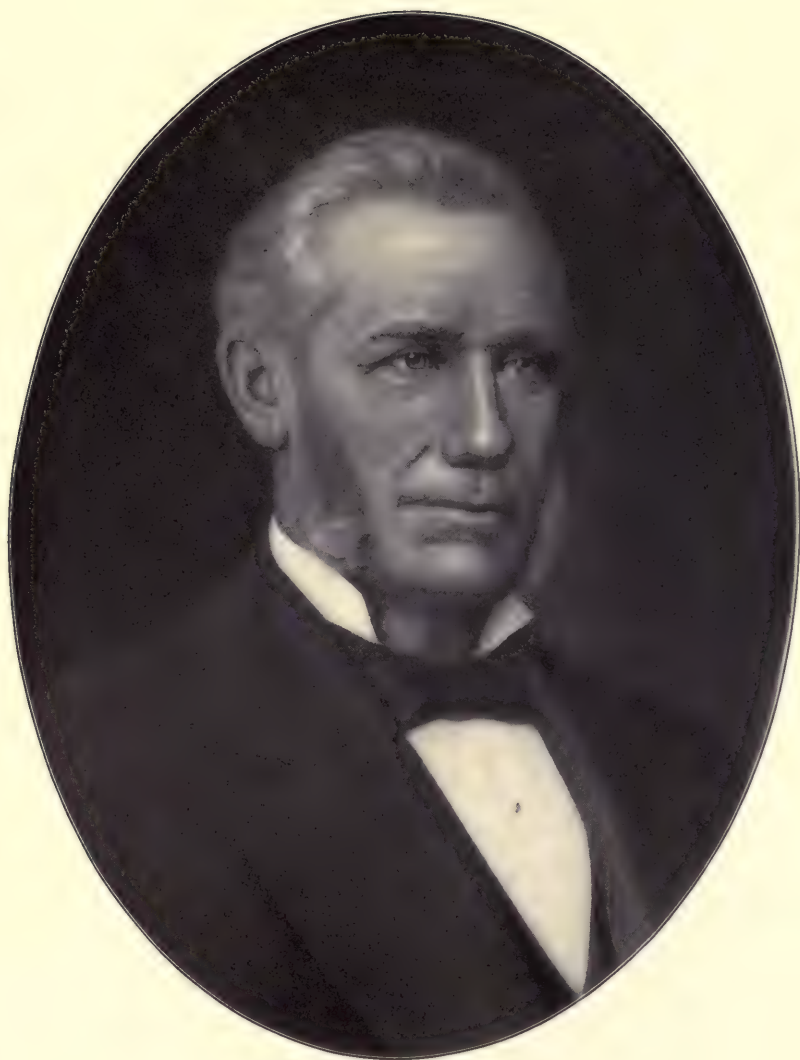
Chief Engineer Martin was married to Ellen Keefer on the 26th day of October, 1886, in Chicago, and four children have been born to them.

JOHN H. MARTIN.

John H. Martin and his brother, Lawrence T., may well be regarded as among the early pioneers of the live-stock business of the West, the elder having spent forty-nine years of his long and honorable life therein. He was born at Tweedsmuir, Peebleshire, Scotland, February 16, 1833. At the age of sixteen he left the parental roof-tree for Edinburgh, where he learned the trade of a butcher, later entering the service of Sir John Thorold, an English gentleman of rank. In 1853 he crossed the Atlantic, and for about a year carried on business as a butcher at Cleveland, Ohio, but having secured a more desirable position at Burlington, Iowa, he removed thither in the spring of 1854. In 1860 he and his brother, Lawrence, of whom mention has been already made, formed a partnership, under the firm name of Martin Brothers, for the purchase and shipping of live stock. So well did they succeed that, in 1872, they came to Chicago, locating themselves at the Union Stock Yards. From the first they were exceedingly prosperous, and their business has steadily grown. To its conduct they have brought tireless industry, hard common sense, good judgment and unwavering integrity. Few men are more widely known or more universally esteemed at the Yards than they. On June 1, 1898, the name of the firm was changed from Martin Brothers to Martin Brothers & Company. In August, 1857, John H. Martin was married to Helena R. Patterson, at Burlington, Iowa, and they have had eight children, all yet living, and named as follows: Wallace R., James, Lawrence T., Robert P., Isabella, George E., Harvey R., and Lillias R., the last two being twins.

WILLIAM E. MASON.

William Ernest Mason, long a distinguished member of the Chicago Bar and late (1901) United States Senator from Illinois, is, like many other of the eminent sons of his adopted State, by birth a New Yorker. He came into the



Thos Mathews

world in Franklinville, Cattaraugus County, in that State, on July 7, 1850. While he was yet a boy his family removed to Bentonsport, Iowa, where he attended the academy. On completing his preliminary training he studied at Birmingham College, and from 1866 to 1870, followed the vocation of a pedagogue, teaching for two years at Des Moines. It was in that city, also, that he pursued his professional studies in the office of Hon. Thomas F. Withrow, who afterward admitted him into partnership. He came to Chicago in 1872, and for nearly three decades has been prominently identified with public affairs in the city and State. While continuously and successfully engaged in the practice of his profession, however, the natural trend of his psychical nature has irresistibly drawn him into the maelstrom of political and public life.

In 1878 he was elected to the lower house of the General Assembly, and in 1880 to the State Senate. The rare capacity for public affairs which he manifested, no less than his natural gift of oratory, captured for him both popular admiration and respect, and in 1884 he was the regular nominee of the Republicans of the Third Illinois District for Congress. The constituency at that time was overwhelmingly of his own political creed, but owing to dissensions in the party's ranks, he was defeated by his Democratic opponent, James H. Ward. In 1886, and again in 1888, he was a successful candidate for Representative, but in 1890 was once more defeated by a Democrat, Allen C. Durbin. In 1894 he was an unsuccessful candidate for the caucus nomination of his party for the United States Senatorship, but in 1896 secured both nomination and election, serving his term of six years, ending March 4, 1903.

Senator Mason is a man of rare native ability and earnest conviction, but of impulsive temperament. Genial and of quickly sympathetic sensibility, he easily makes friends; endowed with unswerving fidelity, he rarely loses one. In his public career, fidelity to his conceptions of right have weighed more with him than chances of self-advancement, and, at times, he has been charged with lack of party fealty. Such criticisms stir him not at all, knowing, as he does, that the judgment of posterity, like the "flat of the great Jove," is rarely at fault.

THOMAS MATHEWS.

Thomas Mathews (deceased) was born in County West Meath, Ireland, March 23, 1823, the son of Patrick and Ann (Cavin) Mathews, who were natives of the same county, his father being a farmer by occupation. Left an orphan at sixteen years of age, and being the oldest of a family of four children, the responsibility of caring for and educating three younger sisters—the youngest at this time being only seven years old—devolved upon him at this early age, imposing much serious hardship.

In 1848 Mr. Mathews came to America, arriving on March 30th, and two years later sent for his sisters, whom he placed in a convent. After

his arrival in America, he found employment on a farm in New York at a compensation of seven dollars per month, but a few months later went to work in the pinneries. He there earned enough money to support himself and come to Chicago, where he first engaged as a street laborer. He next bought a team of horses and, in 1849, helped to open Buffalo Street. By economy and hard labor, with the aid of his team during the next two years, he was able to accumulate enough means to make his first investment in real estate, which he did at the corner of Green and Randolph Streets, where he established himself, in a small way, in the grocery and saloon business. This he continued until 1868, when he turned his attention to real estate, in which he was engaged more or less during the rest of his life, accumulating a considerable property. In 1883 he erected a home on Grand Avenue, where he remained four years, when, in 1887, he removed to a house which he had built on West Madison Street, and where he continued to reside until his death, September 17, 1896. During the previous year, on account of failing health, he spent some time at Hot Springs, Ark.

December 28, 1852, Mr. Mathews was married in the City of Chicago, to Catherine White, who died January 30, 1878. On July 2, 1879, he married, as his second wife, Catherine Lyons, who still survives. In all he had ten children—eight sons and two daughters—of whom seven are still living: Thomas, Harry, John, Joseph, Stephen, Mary V., and Catherine Agnes. Mr. Mathews was a zealous churchman and communicant of the Roman Catholic Church, and in politics uniformly voted the Democratic ticket. He was also a member of Court No. 8, Catholic Order of Foresters. Of genial temperament, he had a large circle of friends, and manifested his benevolent character by acts of charity for the poor.

JAMES MCCARTNEY.

James McCartney, lawyer, Chicago, was born of Scotch-Irish parentage in the North of Ireland, February 14, 1835. His paternal grandfather, James McCartney, was also a native of Ireland, while his mother was descended from a Scotch family by the name of Fife. Mr. McCartney's family came to America when he was two years old and, after stopping for a time in Pennsylvania, removed to Trumbull County, Ohio, where he received a common school and academic education, the latter in attendance on the Western Reserve Seminary at Farmington, Ohio. Subsequently he read law with Judge Matthew Birchard, at Warren, Ohio, but in October, 1857, came to Illinois, settling first at Monmouth, where he commenced practice in partnership with Philo E. Reed. Two years later he removed to Galva, Henry County, remaining in practice there until the beginning of the Civil War in 1861, when he promptly enlisted as a member of Company D, Seventeenth Illinois Volunteer Infantry, of which he was

commissioned First Lieutenant. Resigning this position in April, 1862, in September following he re-enlisted in Company G, One Hundred and Twelfth Illinois, was commissioned First Lieutenant, and became Captain in March, 1863, serving as such to the end of the war, though officiating much of the time as Judge Advocate on court-martials.

Returning home after the end of the war, he settled at Fairfield, Wayne County, where he continued in the practice of law until January, 1881, when, having been elected Attorney-General for the State of Illinois, he removed to Springfield, remaining through his term of four years. During the last year of his term as Attorney-General (1884) he made the race for Congress on the Republican ticket in the Sixteenth District, and was defeated by only 313 votes, although Mr. Cleveland, the Democratic candidate for President, carried the district by 1,800 majority. After the expiration of his term as Attorney-General, he spent the next two years in the practice of his profession at Springfield, but, in 1887, removed to Ness City, Kans., where he engaged in the real-estate business, a year later locating at Hutchinson in the same State for the practice of law. In 1890 he returned to Illinois and established himself in the practice of his profession in Chicago, his present residence being in Berwyn, a suburb of Chicago. From 1891 to 1894 he was Attorney for the State Board of Health, and later served several years as Attorney for the Lincoln Park Commission. Mr. McCartney was married in 1888 to Miss Sarah C. Stadden, at Rock Island, Ill., and has three children, two sons and a daughter. He defines his religious faith as "belief in God"; in politics he is a stalwart Republican.

SAMUEL G. MCCAUSLAND.

To the hard-headed sense and sturdy physical vigor of its Scotch-Irish immigrants and their descendants, the country owes not a little of its material development. Men of brain and brawn alike, they have been quick to perceive obstacles and equally ready in overcoming them. Of this stock are the McCauslands. The first of the branch of the family, to which Samuel McCausland belongs, to settle in America, was his great-great-grandfather, William, who, with his family, left the Town of Omagh, County Tyrone, in the north of Ireland, because, as staunch Presbyterians, they could not submit their conscience to the English Conformity Act.

William McCausland bought land from the heirs of William Penn, in Pequea Township, Lancaster County, Pa., the estate remaining in the family for four generations, or until the time of John C. McCausland, the father of Samuel. Several of the family were among the patriots of 1776, who served in the armies of Washington, one carrying the commission of an Ensign and another that of a Major.

John C. McCausland removed to West Virginia while his children were small, and there,

in partnership with P. B. and A. D. Cookman, engaged in handling live stock. They drove cattle from West Virginia and Ohio to Philadelphia and Baltimore, usually starting a drove from 120 to 150 head every two weeks during the summer season. Mr. McCausland remained in the East until the close of the season, in November, attending to the disposition of the cattle. The driver rode on horseback and had two helpers who followed on foot. Tiresome as the trip was, Samuel and his brother, Thomas, then boys of eight and ten years, often accompanied these caravans, part of the time walking barefoot. Their youthful enthusiasm enabled them to learn rapidly, and at the age of fifteen they themselves became "bosses," in other words, each riding horseback at the head of his own herd.

Mr. McCausland's father also enjoys the distinction of having been the first Eastern shipper of cattle by rail. The consignment consisted of nine steers, which were loaded on a flat car with slats and without a roof. The loading was done by driving them one after another, separately, down a chute to the rear of the car, nine cattle constituting a car load. There they stood, separated from each other by a rail partition, undergoing all the discomforts of a ride in winter from Fetterman, West Va. (then the western terminus of the Baltimore & Ohio Railroad) to Baltimore. This was in 1854. The first shipment stood the journey fairly well, and brought remunerative prices, but the second was quarantined by the health authorities as unfit for food, because of the alleged feverish condition of the animals. In the light of subsequent events there can be little doubt that this condemnation was prompted by a determination of local feeders and dealers to prevent the importation of cattle at any cost. Be this as it may, this official action effectually ended the incipient industry.

In 1855 John C. McCausland purchased farming lands in the northern part of Scott County, Iowa, near the present town of McCausland. With the exception of the two boys, Samuel G. and Thomas W., the family made the journey by rail. They, then aged fifteen and thirteen years, respectively, with inborn love of adventure and hardship, traveled the eight hundred miles together on horseback. There the father conducted a successful stock farm. His sons assisted him until 1862, when both brothers enlisted in the Twentieth Iowa Infantry, for three years. They were mustered out at Mobile, Ala., in 1865, Samuel as Quartermaster's Sergeant. Samuel G. McCausland came to Chicago to reside in 1878, and at once embarked in the live-stock commission business at the Union Stock Yards, entering the firm of McCurdy & Beveridge. Scott & McCausland began business in 1880, and since then, deaths, withdrawals and admissions have caused various changes in the firm name, which is now McCausland, Hoag and Turner.

Mr. McCausland has never lost his boyish love

for travel and adventure, and, besides visiting all quarters of the United States and Canada, has explored Mexico and Central America. He is the owner of an extensive and valuable interest in Honduras, being the President and one of the principal stockholders in the Central American Commercial Company, capitalized at \$500,000, which owns 6,000 acres of land already in process of rapid improvement. Two thousand acres of this land is devoted to the raising of coconuts, a thousand acres to bananas and fifty to lemons, and a hundred-acre grove of rubber trees. The company own vessels, plying between Mobile and their plantation, which is located at the mouth of the Black River. In addition, Mr. McCausland is the owner of two well located, well kept farms in Scott County, Iowa, which he devotes to the raising of cattle and hogs.

He was married in November, 1893, to Miss Mary A. Woods, of Lancaster County, Pa. The farms of the two families had been adjacent. Both properties were purchased from the Penn heirs about the same time, and the Woods estate has remained in the family for one hundred and ninety years. A son and a daughter have been born to them: John Woods and Anna Catherine.

Mr. McCausland is a charter member of Lincoln Post, Grand Army of the Republic, as well as of the Chicago Live Stock Exchange, and is now serving his third term of three years in the directorate of the last named organization. Politically he is a Republican.

JOSEPH A. McCORMICK,

Captain on Engine No. 79, Chicago Fire Department, was born in Chicago, March 19, 1864, educated in the Chicago public schools, and after leaving school engaged in the painting business. Later he went west to Seattle and Tacoma, Wash., but returning on March 29, 1885, joined the Chicago Fire Department and was assigned to Chemical No. 2. He was afterwards successively transferred to Engines 1, 32 and 4; was promoted to Lieutenant December 31, 1889, and assigned to Engine 22; was transferred to Engine 27, June 24, 1891; promoted to Captain, April 15, 1893, and assigned to Engine 9; was transferred to Engine 33, August 3, 1893, and to Engine 42, July 25, 1896. In 1904 he remains on duty serving on Engine 79.

Captain McCormick was at the cold storage fire on the World's Fair grounds, July 10, 1893, doing duty on Engine 9, and was honorary pall-bearer at the funeral of the firemen killed at that fire and one of the pall-bearers at the funeral of Capt. John Fitzpatrick, who died from injuries received at the same fire. August 3, 1887, at the Box Factory fire on Goose Island, he was taken out for dead, being overcome by heat, but recovered after being laid up two weeks. He stopped a runaway horse and saved the life of a boy in front of Company 4's quarters, for which he received honorable mention; also had many other narrow escapes and assisted in several rescues. Captain McCormick

was married in Chicago, August 4, 1887, to Barbara Windbiel, and four children have blessed this union: Mabel, Irene, Joseph and Helen.

ANDREW J. McDONALD.

Andrew J. McDonald, contractor, builder and inventor, and also soldier, was born in East Point, Prince Edward Island, October 15, 1840, went to Boston with his parents in 1845, and remained there until they removed to New York City in 1850, where he remained until he came to Chicago in 1855. Here he worked at the carpenter's trade for two years, and then went to Milwaukee, Wis., and there engaged in the real-estate and building trade. During the Civil War he enlisted as private in the First Wisconsin Cavalry, was elected Lieutenant and Quartermaster, and later promoted to Captain, and transferred to the Seventeenth Wisconsin Infantry, finally receiving his discharge in 1864 on account of sickness, when he again engaged in the building business. Coming to Chicago in 1870, he engaged in the real-estate business and building, and in 1873 built the brick block on West Madison Street, known as the McDonald Building, which was the means of starting other building enterprises in that locality. He was the inventor of the first pneumatic-air railroad brake ever built, and also devised many improvements in steam-boilers, having received from the United States Patent Office sixty-seven patents on his different inventions in three years. He has built three factories and railroad supply depots, and has done his part well to make Chicago and Cook County the wonder of the world as a manufacturing and industrial center.

CHARLES B. McDONALD.

The combination of genius with industry—as rare as it is fortunate—is one which rarely fails of success when united to energy and a high moral sense. The man thus endowed aims high; and while he may not always attain his ideals, he usually accomplishes not a little for himself while he makes his impress felt upon the world around him. This has been the case with Mr. Charles A. McDonald, soldier, mechanic, inventor and manufacturer. Mr. McDonald was born near Frederickton, N. B., January 22, 1848, but while yet a mere child, his parents removed to Will County, Ill., settling at Joliet. He was educated in the Joliet public schools, and subsequently received a training for business in the Bryant & Stratton College at Chicago. At the outbreak of the Civil War he enlisted in Company F, Sixty-fourth Illinois Infantry, and served with gallantry until the close of the war.

After being discharged from the army in 1865, Mr. McDonald came to Chicago, where he served an apprenticeship of about four years at the tinner's trade. For a time he worked as a journeyman for Frank Sturges & Company, and later entered the employ of the Chicago Stamping Company, remaining with the latter eight

years, during the last two being foreman of the shops. In the summer of 1879 he accepted the superintendency of the tin factory of Armour & Company, one of the largest and most complete plants of its kind in the West, employing three hundred hands and having an annual output of 25,000,000 cans. While with Armour & Company his inventive genius devised many improvements in the process of manufacture, among them being a new method of soldering cans, as well as many automatic machines. For the manufacture of these for the trade, he has organized the McDonald Machine Company, of which his son, Charles D. McDonald is manager, and which does a large and lucrative business.

Mr. McDonald was married February 20, 1870, to Miss Willempa Coleman, and five of their six children are yet living. Mr. McDonald has resided in England since December, 1882.

JOHN McGLASHAN.

John McGlashan (deceased), pioneer and early Board of Trade dealer, Chicago. The memory of the early Chicago pioneers, the men of brawn and brain, whose earnestness of purpose and resoluteness of will laid broad and deep the foundation of the present great metropolis, deserves to be perpetuated upon lasting brass. Self-reliant, mutually helpful, patient under privation, courageous in the face of defeat and tireless in energy, they may be called the exemplars of the generations which followed them. To this class belonged the late John McGlashan, who, born in Perthshire, Scotland, in September, 1815, and educated in the schools of Edinburgh, crossed the ocean at the age of twenty years and settled at Chicago in 1835. His first business venture was as a market gardener, his land lying around the point where Twenty-second Street crosses the South Branch, near the present McGlashan Street. He next embarked in the lumber business, but in 1865 became a member of the Board of Trade, and thereafter devoted himself to the handling of grain. His place of residence at that time was at the intersection of Vincennes Avenue and Forty-seventh Street. In his day he was one of Chicago's largest shippers of grain and provisions to the East and to Great Britain, Tobey & Booth and H. Milward & Company being his only rivals. In 1849 he married Miss Jessie Guthrie of Chicago, who bore him one child, John, Jr. Mr. McGlashan died August 11, 1873, one of the city's leading and most esteemed business men, deeply mourned by the many friends whom he had made by his kindly disposition, no less than by his blameless life. His widow survived him until December 24, 1898.

PATRICK McGRATH.

Patrick McGrath, born in Ballyfinch, County Down, Ireland, May 13, 1839, was educated in the public schools, and came to this country with his parents in October, 1846. After spending two years in Albany, N. Y., they moved on

to a farm near Johnstown, Fulton County, N. Y., remaining there two years, then removing to Beaver Dam, Dodge County, Wis. Here the subject of this sketch remained until November, 1861, when he enlisted in the Seventeenth Regiment Wisconsin Infantry; was promoted to Second Lieutenant at Benton Barracks, Mo., in March, 1862; to First Lieutenant at Lake Providence, La., in February, 1863, and to Captain at Marietta, Ga., in November, 1864. He served through the campaigns of the Army of the Tennessee, participating in the battles of Corinth, Iuka, Hatchie, Tallahatchie, Siege of Vicksburg, Champion Hills, Big Black and the Atlantic campaign. After being mustered out, January 25, 1865, he came to Chicago, served on the Board of Public Works for three years, then in the Register's department in the Chicago Postoffice, and later was elected County Agent of Cook County, serving in that capacity for two years; also served as Court Clerk for one year, and then as Clerk of the Superior Court for two terms, after which he entered the printing business. Mr. McGrath married Katherine Egan, in Fond du Lac, Wis., in November, 1866, and they are the parents of seven children, six of whom are now living.

JEREMIAH MCKEE,

Superintendent Rock Island Elevators A and B, Chicago, was born in Kingston, Canada, in 1844, the son of John and Susan (Cousins) McKee, both natives of Belfast, Ireland, and who reared a family of eight children, viz.: Elizabeth, the wife of Thomas McGratten; Alexander, of Chicago; Mary Ann, married James Choren and died in December, 1900; Susannah, who became the wife of Robert Armstrong of Mountain Grove, Canada; Jeremiah, the subject of this sketch; Thomas, also of Chicago; Rose Ellen, the wife of Nathan Cameron, Chicago; and Margaret, the wife of John McGowen, of Canada. The father died in 1887 and the mother in 1886.

Jeremiah McKee came to Chicago in 1861 and, for some years, was engaged in tallying grain on lake boats or delivering groceries sold in wholesale lots to farmers in the country; then became weighman and, later, foreman for two years of Elevator A, with which he is now connected, in May, 1900, being advanced to his present position at the head of both Elevators A and B. Elevator A was built in 1882 with a capacity of 1,250,000 bushels and Elevator B in 1870 with a capacity of 850,000 bushels—both being erected by the Rock Island Railway Company. They are provided with up-to-date machinery and are capable of handling 250 cars daily. The larger employs sixteen men and the smaller ten to fourteen.

In 1872 Mr. McKee married Miss Catherine McGratten, of Chicago, and four sons and two daughters have been born to them: George Thomas, born September 27, 1873, is now weighman in the Rock Island Elevators; Walter W., born in 1875, is trackman under his father;

Albert A., born in 1878, is a grocer in Chicago; Susan, born in 1881; Leroy L., born in 1885, now a student in college; and Mabel, born July 16, 1895. Mr. McKee is a member of the Knights of Honor, attends the Congregational Church and votes the Republican ticket.

MICHAEL McKIERNAN,

Captain Engine No. 51, Chicago Fire Department, was born in Ireland, March 17, 1858; came to Cleveland, Ohio, May 29, 1875, and to Chicago in October 1877, where he worked at the Stock Yards until 1883. He joined the Chicago Fire Department October 3, 1883, and was assigned to Hook and Ladder Company No. 4; was transferred to Truck 5, October 9, 1883, and appointed a member of the department, December 28, 1883. His other changes and transfers included to Engine 23, in 1884; to Engine 6; promoted to Lieutenant, August 11, 1888, and assigned to Engine No. 2; promoted to Captain December 31, 1892, and assigned to Engine 51. He has had numerous narrow escapes but has not had any bones broken; is always ready for any emergency, where duty calls. He was married in Chicago on May 15, 1884, to Sarah McAllister, and eight children have been born to them, six of whom are now living.

GEORGE F. McKNIGHT.

George F. McKnight, member of the Illinois Board of Equalization, was born in Buffalo, N. Y., March 9, 1837, the son of George and Susanna (Wheeler) McKnight. The father was of Scotch descent, born in Massachusetts, and was by occupation a packer of beef and pork. Mrs. McKnight married, in 1847, James W. Sanford, who was for many years one of the best-known steamboat men on the lakes, and after his retirement from this occupation, engaged in the real-estate business, and at the time of his death (1895) was the oldest real-estate dealer in Buffalo.

Captain George F. McKnight did not have the advantages of an academic or collegiate training. His education was limited mainly to the English branches as taught at public school No. 6 in his native city of Buffalo. His first occupation after leaving school was as check clerk on the docks at Buffalo. Later he became steamboat clerk on the lakes, for the then celebrated Troy & Erie Line of boats, and afterwards had employment in the same capacity for the Buffalo & Cleveland Steamboat Company. After leaving this service he spent three years in an engineering corps employed in the enlargement of the Erie Canal in the State of New York. From 1858 until the outbreak of the Civil War he was employed in a clerical capacity in the wholesale leather house of John M. Hutchinson, in Buffalo. Incidentally it may be mentioned that from 1857 to 1861 he served as a member of the Buffalo Volunteer Fire Department.

Mr. McKnight's health had never been robust, but when the call for volunteers to de-

fend the old flag came, in 1861, he became fired with patriotic ardor and determined to give his services to his country. He enlisted in Battery G, First New York Light Artillery, known as "Frank's Battery." On March 3, 1863, he was commissioned Captain and assigned to the command of the Twelfth New York Independent Battery, Light Artillery. In this capacity he served until the close of the war, when he was honorably discharged in the City of Washington, D. C. From the close of the Civil War until 1869 he was engaged in the oil business in the city of New York. In the year last mentioned he came to Chicago and engaged in the Fire Insurance business, in which he continued successfully until 1879, when he organized the Lake Gas Company, of which he was made Treasurer, Secretary and General Manager, continuing as such until 1888, when he became interested in the iron business and later in the real-estate business.

Captain McKnight has always been interested in politics, and in the later years of his life has been very active in furthering the interests of the Republican party. It is but natural that this ardent devotion to the principles of his party should have been duly recognized. The late Governor Richard Oglesby being not only an astute politician but likewise a good judge of the respective merits of men, saw in Captain McKnight a man who would be valuable to the State in one of the most important positions under the gubernatorial dispensation. A vacancy occurring in the Board of Equalization, Captain McKnight was appointed by Governor Oglesby to fill this vacancy and thus, for the first time, became a public official. He has since been three times elected to the same office, his present term extending to 1905. This continued succession to the same important position is perhaps the best comment that could be offered as to the manner in which the difficult duties of the office have been discharged. On the annexation of the Town of Lake to the City of Chicago, in June, 1889, Captain McKnight was elected Alderman of the Thirty-first Ward, one of the first two Aldermen from that ward, and upon the expiration of this term he was re-elected. He is a member of the Thirty-first Ward Republican Club, and has been a delegate to almost every city, county or State convention held since 1889.

Captain McKnight is a member of the Grand Army of the Republic, of the Army of the Potomac Society and of the National Union Society. He has traveled extensively in a business capacity throughout the length and breadth of the country, is a man of courteous bearing, genial temperament and extensive information on the leading topics of the times. He has been a member of the Home Club of Englewood since its organization; and of the Illinois Club for many years. He was married, October 22, 1863, to Miss Caroline G. Case, daughter of Capt. Lyman and Rebecca (Ruggles) Case and grand-daughter of Judge Almon Ruggles of Ohio. Capt. Case was for many

years one of the most prominent steamboat and vessel commanders on the lakes. He was a thorough disciplinarian whose authority was ever tempered with righteous judgment—a consistent Christian in whom all men trusted. Judge Ruggles, an early pioneer of the Western Reserve, possessed many rare qualities of heart and mind, conspicuous among which was a true conception of man's relation and duty to man. This fact gave him prominence as a promoter of the cause of abolition of American slavery, the achievement of which called forth such determined energy throughout the "Western Reserve."

Captain and Mrs. McKnight have but one child, Sanford C. McKnight, who has attained his majority, is a young man of exemplary habits and who gives promise of succeeding worthily to the standing and position achieved by his father.

JAMES H. McMAHON,

Ex-Captain, Fire Patrol No. 1, Chicago, was born in Chicago, August 7, 1848, was educated at the Jones School, and after leaving school, worked for the Western Insurance Company, for eight years; joined Fire Patrol No. 1, in May, 1872, remaining there two years; then joined the Chicago Fire Department on Engine No. 1, as pipeman, serving for one year, when he returned to the Fire Patrol and was made Lieutenant of Patrol No. 2 at its organization in 1874. Three months later he was promoted to Captain and transferred to Patrol No. 1, there remaining until October, 1884, when he resigned and went into partnership with B. B. Bullwinkle, in the teaming business at 48 Custom House Place. Later he bought out Mr. Bullwinkle's interest and changed the teaming business into the livery business, in which he is at present, as member of the firm of McMahon Brothers, at 46 Custom House Place, ready to serve his customers with his usual promptness and courtesy. While patrolman he had many narrow escapes, but was always ready when duty called and never sustained any serious injuries. Mr. McMahon was married to Miss Mary Morgan in Chicago, in 1878, and four children have blessed this union.

THOMAS McMANNON,

Lieutenant Engine Company No. 1, Chicago Fire Department, was born in County Mayo, Ireland, June 22, 1867, and educated in the district schools. After leaving school, he came to America in 1885, and reaching Chicago, worked in brick-yards and malt-houses until June 17, 1892, when he joined the Fire Department, being assigned to Engine 18; was transferred to Truck 14, January 15, 1894; to Engine No. 1, December 31, 1897, and promoted to Lieutenant, October 1, 1900. He was in the great lumber fire of August 1, 1895, when two firemen narrowly escaped being surrounded by fire in an alley, while Lieutenant John McGinn, of the Fire-boat "Geyser," was fatally burned. Though rescued by Lieutenant McMannon act-

ing under orders of Marshal James Heany, Lieutenant McGinn died two hours later at the County Hospital. Lieutenant McMannon was severely burned while trying to save the life of his comrades. He also had a close call at a State and Madison Street fire, being taken out of the basement in an unconscious condition, but recovered in about an hour. Lieutenant McMannon was married in Chicago, September 8, 1898, to Miss Annie Casey, who died March 30, 1899.

MICHAEL T. McNAMARA,

Lieutenant, Hook and Ladder No. 20, Chicago Fire Department, was born in Cold Springs, Putnam County, N. Y., January 17, 1847; came with his parents from New York City to Chicago in 1856, and was educated in St. Mary's School, the Moseley public school, and the Condon Parochial School, at Polk and Sherman Streets. After leaving school he worked in the Illinois Central Railroad blacksmith shop at Welden Station, running a trip-hammer for his father; was next engaged at the Michigan Southern Stock Yards, Twenty-second and Clark Streets, and, when the Union Stock Yards were opened in 1865, continued work there until 1870. He then worked in the Chicago, Rock Island & Pacific blacksmith shop, and later at Boomer's Bridge Works. He joined the Chicago Fire Department, June 1, 1872, commencing as truckman on Hook and Ladder Company No. 1, at Twenty-second Street and Wentworth Avenue, and remained there seven months, when, in December, 1872, he was transferred to Truck 4; was promoted to Lieutenant January 1, 1885, transferred to Engine 8, January 1, 1891; to Truck 20, June 30, 1892, and to Engine 82, January 8, 1902. He assisted in the rescue of a man and woman at a fire in Lloyd's Hotel, at Polk and Clark Streets, under the command of Captain Pazen, in 1872, and on July 14, 1874, carried a woman down a 45-foot ladder at 525 Clark Street while on Truck 4, under the command of Captain George Rau. At the burning of the Singer Building, corner of State and Washington Streets, he rescued the body of George Dudley, an ex-member of the Chicago Fire Department, found on the fifth floor suffocated. At the same fire he assisted in the rescue of John Flannigan, Pipe-man of Engine 18, and Lieutenant Chanfrau of Engine 6, from the debris where they lay injured by the falling tank from the roof. He served at all the fires during the World's Fair under First Assistant Chief Musham and Marshals Murphy, O'Malley and Kenyon. At the Cold Storage fire, although on furlough, seeing the danger the firemen were exposed to, he reported to Marshal Murphy, and was ordered to raise the World's Fair Truck, then under the command of Capt. Robert Palmer, to the roof, which he ascended and, after having gone on the roof about 40 feet to rescue the bodies of the firemen confined in the debris from the falling tower, was compelled to make a quick retreat to save his own life, as the fire was

then bursting out of all the windows beneath. He has had many narrow escapes, one of which was on the morning Daniel Hartnett, driver of Truck 4, was killed at the corner of Twenty-second and State Streets. Lieutenant McNamara handled the tiller until the runaway team was brought under control without a driver. Under Lieutenant Kenyon he was ordered to get a chemical line of hose out to the fire on a wood barge in the river north of Twenty-second Street bridge, near Grove Street, and while obeying this order the rope tied to the barge was cut, letting truckman McNamara down into the water, but he swam to a wayward boat, and then returning extinguished the fire. He has had honorable mention of merit in General Orders No. 10, of 1882; No. 4, of 1887; No. 7, of 1887; No. 7, of 1888, and No. 11, of 1889. He is still ready for any emergency where duty calls. Lieutenant McNamara was married to Miss Mary Kircher in Chicago, September 4, 1865, and eight children have been born to them, six of whom are now living, viz.: Margaret, now Mrs. Petrie; Amelia, now Mrs. Hartney; Nellie, late Mrs. Millard (deceased), Elizabeth, Sarah and Edward. Mrs. McNamara passed away February 19, 1900. Anna, the first born, died in infancy.

PAUL WHEELER McWHORTER.

Col. Paul Wheeler McWhorter was born July 4, 1841, in the southern part of Waukesha township, Waukesha County, Wis. His father, William McWhorter, was a native of Salem, Washington County, N. Y., where he was a farmer and leading citizen. Of Scotch descent, the father was noted for his patriotism and public spirit. He married Julia Anna Wheeler, daughter of Paul Wheeler (after whom the Colonel was named), all of whom were born in Washington County, N. Y., of English descent. Colonel McWhorter received a common school education and worked on his father's farm until August 20, 1862, when he enlisted as a private soldier in Company G, Twenty-eighth Wisconsin Volunteer Infantry. His military service covered a period of about four and one-half years, during which time he was promoted to the various ranks for meritorious service, until he attained the rank of Colonel and commanded a brigade in the field. He was mustered out of service at Little Rock, Ark., where he located and soon after bought out the Little Rock Wood Company, in which he was a stockholder. A year later he sold out to Butler, Cady & Gebo, lumber merchants.

In the social affairs of Little Rock Colonel McWhorter occupied a prominent place. Politically he took an active part in the organization of the Republican party and was assistant Adjutant General on the staff of General Powell Clayton when the latter was Governor of Arkansas. He read law with Judge Orval Jennings, United States District Attorney, was admitted to the bar and settled in Arkadelphia, Clark County, Ark., where he successfully practiced his profession in the Eighth Judicial Cir-

cuit, and where he became prominent as a Republican politician. He was elected Chairman of the Clark County Central Committee and was a delegate to the Congressional Convention which nominated the Hon. Thomas Bowles for Congress, and in whose behalf he made a gallant and successful campaign. Colonel McWhorter spent the winter of 1871-72 in Washington, D. C., on the editorial staff of Gen. Horace Capron, Commissioner of Agriculture. He declined the position of Attorney General of Dakota Territory, and in June, 1872, settled in Chicago.

Retiring from the active practice of law, he engaged in the real-estate business, and a few years later bought a farm in the southern part of Cook County, to which he moved and devoted his time to the raising of Hambletonian trotting horses and Short Horn cattle, owning some of the finest specimens of stock in the State. He located Jay Gould's extension of the Wabash System, through which he became personally acquainted with Gould, A. L. Hopkins, First Vice-President Solon Humphreys, and many other prominent railroad men. He was a Director and Vice-President of the C. E. & W. Ry. Co., General Manager of the Chicago Fair and Trotting Breeders' Association, General Manager of an iron car company, President of the Smith's Steel Car Company, and President of the Peacock Silver Mining Company, a well equipped dividend-paying mine of Secora County, N. M. He was also the projector of the Waukesha Beach electric line and was active in promoting the electric line from Milwaukee to Waukesha, besides being interested in many manufacturing enterprises, gold and copper mines, steamboat companies, etc.

Colonel McWhorter was also a great political student, firm and reliable in the Republican faith, particularly interested and active in national affairs, but entirely independent of office or political favors, having twice refused to allow his name to be used as a candidate for Congress or any other office. He is a man of strong moral character, never has used tobacco in any form nor liquor as a beverage. He was one of the founders and a Trustee of the Anti-Cigarette League, and the American Flag Day Association. Socially he is a member of the Grand Army of the Republic, the Union Veteran Legion, and the Loyal Legion. In religion he was a Presbyterian, attending the Church of Dr. Dwight N. Hillis. A man of great ambition and decision of character, courageous and energetic, he was an exemplary citizen whose highest business ambition was the development of worthy enterprises and a betterment of the conditions of his fellow men.

EDWARD L. McWILLIAMS.

Edward L. McWilliams, live-stock agent, Baltimore & Ohio Railroad Company, Union Stock Yards, Chicago, was born in Turner, Ill., July 9, 1865, was educated in the public schools, and after leaving school, commenced work at the

Union Stock Yards for R. S. Gough, Manager of the Western Union Telegraph Company, still later being employed by Mr. Gough who had accepted the agency of the Mutual Union Telegraph Company, remaining in each place one year. In August, 1882, he accepted a position with H. W. Getz, live-stock agent for the Baltimore & Ohio Railroad Company, where he remained until July 1, 1891, when Mr. Getz having been promoted to the local agency, Mr. McWilliams was appointed his successor, which position (1904) he still retains. His long service for this company is proof that he is the "right man in the right place." He has a host of friends among his employers, ship-pers and his associates. He was married in Iowa City, Sept. 24, 1896, to Miss Alice A. Close, and they have one child.

MARTIN MERGANTHALER,

Captain Engine No. 72, Chicago Fire Department, was born in Chicago, May 17, 1852, and educated in the Mosley public school and a German school. After leaving school he worked in a barber shop in the Matteson House, blacking boots; later learned the carpenters' trade and worked at that until he joined the Fire Department, January 18, 1875, on Engine No. 1; was transferred to Truck 4; March 15, 1876, to Engine 2; August 1, 1876, to Engine 8, as pipeman; promoted to Lieutenant December 31, 1884, and assigned to Engine 9; promoted to Captain, December 31, 1889, and assigned to Engine 47; and transferred to Engine 72, September 14, 1897, where (1904) he is ready for any duty that falls to the lot of a brave fireman.

Captain Mergenthaler was present at the Cold Storage fire of July 10, 1893, and rescued his driver just before the walls of the building fell out on Stony Island Avenue; also had a close call at the last World's Fair fire, July 6, 1894, in which his company, having been caught between the Electricity and Mines buildings, lost nearly all their hose, but by joining hands succeeded in rescuing each other and saving their apparatus. Except for the foresight of Captain Gillespie, of Engine 72, who gave the warning, all of Company 47 would have perished. October 22, 1899, in a fire at 9138 Commercial Avenue, the members of Engine No. 72 were caught, having two lines out. Captain Mergenthaler was on the roof of the livery stable when Truckman Rippey called to him, and he crawled out on his hands and knees, thereby saving his life as the roof caved in immediately after his escape. The company lost their hose and pipe.

Captain Mergenthaler was married in Chicago, January 28, 1873, to Miss Elizabeth Schrader, and ten children—three boys and seven girls—were born to them. The seven girls are now living, and are named Martha, Mamie, Lillian, Julia, Josie, Gertie and Cecilia.

EDWARD J. MEYER.

Edward J. Meyer, merchant and Postmaster, DesPlaines, Cook County, Ill., was born in

New York in 1862, of mixed German and Irish ancestry—his father, August Meyer, being a native of Germany, while his mother, Katie (Mul-len) Meyer, was born in Ireland. Mr. Meyer was educated in the common schools of Des-Plaines, and on May 17, 1888, was married to Augusta Geils at Arlington Heights. They have three children: E. J. Walter, Myrtle and Lighton. Mr. Meyer has been engaged in the mercantile business for a number of years, and on October 9, 1897, was appointed Postmaster of the Village of DesPlaines; has also been Treasurer of DesPlaines since 1894.

BRICE F. MILLER,

Assistant Engineer, Engine No. 42, Chicago Fire Department, was born in De Pere, Wis., June 25, 1867; educated in the public schools, and after leaving school found employment in the steam forge works at De Pere, and later in a pail factory. He next became a sailor on the lakes in different steamboats, and still later a brakeman on the Wisconsin Central Railroad, also on the Chicago, Milwaukee & St. Paul Railroad, and then for eight years was engaged in steamboating in the summer, and in the winters worked for the Standard Oil Company, boiler and tank making, until he joined the Fire Department, January 4, 1897, working first in the repair shop, and as Assistant Engineer of Engine No. 69, February 9, 1897; and was transferred to Engine 42, April 15, 1897. He has had many close calls but sustained no serious injuries. Mr. Miller was married to Miss Effie M. Wheeler in Chicago, January 5, 1898.

CHARLES H. MILLER.

A long and useful life, based upon high and noble principles and animated by kindly impulses, which has been faithfully devoted to industry and directed to the discharge of every duty and responsibility, may justly be regarded as a successful life, without question of pecuniary results. If a fair share of this world's goods fall to such a man, how much more his worth is determined by his increased capacity of good and cheer. Under such a searchlight Mr. Miller may be pronounced a successful man in the best sense of the word. He has held honorable positions, has faithfully done his duty wherever placed, and retains the respect and confidence of all who know him.

Mr. Miller is a native of the city of New York, where he was born June 9, 1829, and where he was educated in the city schools. When he became his own master, he drifted to the West, and locating in Carroll County, Ohio, soon found a standing place among the bright and capable young men of that region. For two years he filled the position of Deputy Clerk of the County Court under Clerk W. R. Lloyd. At the expiration of that period he turned his attention to mercantile activities, and for some years was employed as a clerk in the dry goods store of James Huston, at Carrollton, Ohio, and later in a store at Pitts-

burg. In 1856 he sought out-of-doors employment, and engaged to work as a conductor on the line of the Pennsylvania Railroad. In this great industry he developed unexpected ability, and his worth was recognized by his appointment the following year as Freight Agent for the road at Alliance, Ohio. In 1860 he was made train despatcher at Crestline, Ohio, a position he held for eight years. Mr. Miller came to Chicago, March 5, 1868, to continue in the service of the Pennsylvania Company as their live-stock agent in the city, and in this field he has displayed executive abilities of a high order. He is still with the company with which he connected himself forty-five years ago, and is regarded in railroad circles as one of the most capable men in the service.

Mr. Miller was married at Carrollton, Ohio, January 11, 1855, to Miss Caroline Jackson. Mrs. Miller is an accomplished lady of many charms and graces, and has become the mother of four children: Ada, Carrie, Frank and Fannie. The home circle is an endearing spot, and Mr. Miller finds much delight in his domestic relations.

CHARLES S. MILLER.

Charles S. Miller, Factory Superintendent, River View, Cook County, Ill., was born in Baltimore, Md., October 17, 1863, of German descent, both his parents (William and Mary Miller) having been born in Germany in 1824. After acquiring a rudimentary education in the schools of his native city, at the age of sixteen he entered into the employment of the Stieff Piano Works, remaining five years. He then went to New York and was in the employ of Colby & Duncan two years, Decker & Son a year and a half, and with George Woods & Sons (Boston) for a short time. In 1889 he came to Chicago and spent six years in the employment of the W. W. Kimball Company, piano manufacturers; then went to Auburn, N. Y., where he spent a year with Wegman & Co. Returning to Chicago, on January 1, 1897, he assumed the position of General Superintendent of the Schaeffer Piano Manufacturing Company, where he has ever since remained, and is credited with having been the means of more than doubling the output of the company during his connection with it. On May 18, 1887, Mr. Miller was married to Miss Hannah Pepper of the city of Philadelphia. He is an Independent in politics and zealously devoted to the interests of his calling.

ROBERT M. MITCHELL.

Robert M. Mitchell, lawyer, Chicago, is of mixed blood, his father, John M. Mitchell, being descended from two generations of Irish ancestry, residing in Virginia, but born in Alabama, while his mother was of African descent and born in Virginia. Mr. Mitchell himself is a native of Alabama, where he was born August 10, 1854, but came north at an early age and was educated at Columbus, Ohio. April 18, 1878, he was married in Chicago to

Amanda Bass. In subsequent years he held a number of positions of trust, including Deputy Collector of Internal Revenue for the Northern District of Illinois for four years, and Deputy Clerk of the Criminal Court for seven years. On March 26, 1895, he was admitted to the Illinois State bar, having passed an examination before the Appellate Court of Chicago. Politically he is a Republican and, in religion, an adherent of the Roman Catholic faith. His abilities as a speaker have won for him a prominent position not only at the bar, but as a political leader as well. He is now Past Supreme Chancellor of the Colored Knights of Pythias of the World. In his law practice he makes a specialty of personal injury cases, and has tried some of the most important and extensive in the courts of Cook County. He makes sure the preparation of his cases before going into court, and has proved himself a successful lawyer. His clients are almost invariably of the white race.

FRANK J. MONTAGUE,

Assistant Engineer on Engine No. 72, Chicago Fire Department, was born in Chicago April 20, 1858; was educated in the Haven, Jones and Brown public schools, and after leaving school worked for Marshall Field & Co.; then for Howard, White & Crowell, printers; and later, at blacksmithing for T. H. Brown and others, and later for himself in a shop left by his father. He then worked one year for the Consolidated Ice Machine Company, after which he joined the Fire Department, March 11, 1891, beginning in the repair shop. After being appointed assistant engineer, August 22, 1891, he was transferred in September, 1891, to Engine 19; and to Engine 63 (World's Fair Grounds); to Engine 32, December 1, 1900; and to Engine 72, September 2, 1893, where he still remains ready for any call. He has had many narrow escapes but no serious injuries.

Mr. Montague was married in Chicago September 22, 1882, to Miss Johanna McGuire. Ten children were born to them, three of whom are now living.

CHARLES E. MOORE.

Maj. Charles E. Moore, veteran Chicago fireman and soldier of the Civil War, was born in Dublin, Ireland, April 12, 1821, the son of Thomas and Margaret (O'Connor) Moore. In 1848 he came to Chicago, where he engaged in the contracting and building business and where he has since made his home. In 1851 he was elected Alderman of the Seventh Ward. In 1854 Mr. Moore joined one of the pioneer organizations of the Chicago Volunteer Fire Department (the Red-Jacket Company No. 4), of which he became foreman, and during the same year made a trip, as the representative of the city, to Utica, N. Y., to purchase a hand fire engine, which has been described as one of the finest ever brought to the city.

In the fall of 1854 he united with a number of his countrymen in organizing a military

company known as the "Shields Guards"—named in honor of Gen. James Shields, who had won distinction in the Mexican War—and of this organization Mr. Moore was chosen Captain, with James A. Mulligan as First Lieutenant. Promptly after the firing on Fort Sumter, in April, 1861, Captain Moore was one of the signers of a call puonshed in the Chicago papers for a rally of "All Irishmen in favor of forming a regiment of Irish Volunteers to sustain the Government of the United States in and through the present war." The result of this patriotic movement was the organization of the Twenty-third Illinois Volunteer Infantry (known as the "Irish Brigade"), with former Lieutenant James A. Mulligan as Colonel and Mr. Moore as Major, and which, after some delay on account of the quota for the State under the first call being already full, was finally mustered in on June 15, 1861. A month later the Twenty-third was under marching orders by way of Quincy, Ill., to St. Louis, whence, after having received arms, it went to Jefferson City and later took part in defense of Lexington, Mo., during the nine days' siege which resulted in the capture of that place by the superior force under command of the rebel General Price. This was one of the most noteworthy events of the war in Missouri and, although it resulted in crippling the Twenty-third for a time, it was finally restored to active service, and during the last two years of the war participated in some of the memorable engagements in West Virginia and Virginia, including the battle of Petersburg Gap in October, 1863, of Shepherdstown and Maryland Heights (Md.) in July, 1864, both the battles of Winchester (July and September, 1864), and those of New Creek, Opequan Creek, and Hatcher's Run. In the first battle of Winchester (July 23-24, 1864), Colonel Mulligan was fatally wounded, dying July 26. In February, 1864, the regiment re-enlisted as veterans and, a few months later, was consolidated into five companies, which served to the close of the war, taking part in the siege of Richmond and being present at the surrender of Lee at Appomattox.

After the war Mr. Moore traveled over England, Ireland and Scotland, returning to Chicago in 1867, when he began the study of law. In 1867 he was elected to the office of Justice of the Peace, holding the position four years, when he was made Police Justice, and was also appointed by Mayor Medill, as member of the Board of Health, holding the position until abolition of that body.

Major Moore, in the enjoyment of a hale old age of eighty-four years, is making his home with a daughter at 230 Austin Avenue, Chicago, and takes especial pleasure in relating incidents connected with his life as a Union soldier and a pioneer fireman of Chicago.

JAMES S. MORROW.

James S. Morrow, Superintendent of packing-house of Libby, McNeill & Libby, Union

Stock Yards, Chicago, was born in Carthage, N. Y., June 15, 1850, attended the public schools and later "Failey Seminary," at Fulton, N. Y., where he graduated with high honors. He engaged with his father in the tanning business, remaining five years, when he came to Chicago in 1874, and worked for the Wilson Packing Company for five years; then went to San Francisco, Cal., in 1880, where he engaged in the mercantile business until 1886, when he returned to Chicago. He then entered the employ of Libby, McNeill & Libby, as time-keeper, later being employed in the shipping department, and finally as foreman of the paint and label department. He was appointed assistant superintendent in 1898, and superintendent in May, 1900, which position he still retains. He has shown by his close attention to business and kind, pleasant ways with his associates, that he is in every way fitted for the responsible position which he occupies. Mr. Morrow was married in Bellfort, N. Y., August 10, 1876, to Miss Bessie A. Jones, and six children have blessed their union, three of whom are now living, viz.: Mary E., Bessie R. and Arthur L.

CHARLES DANIEL MOYER.

Grave are the cares devolving upon the man who is called practically to administer the affairs of two great corporations. To fill such a position successfully there must be a combination of traits which is rarely found. To broad, general information must be added a thorough knowledge of detail; to quick perception must be joined conservative judgment; and with a mind of more than ordinary caliber must be found executive ability of the highest order. When this combination is found, we have a man rarely equipped to fill posts of the gravest responsibility. It is for this reason that the directors of the Union Stock Yards and Transit Company, of Chicago, as well as those of the Chicago Junction Railway, felt well pleased when they secured the services of Charles D. Moyer as Secretary and Treasurer of each coporation.

He was born in Freeburg, Pa., October 26, 1862, and received his early education at the Freeburg Academy and the Franklin and Marshall College. He was a bright pupil with a retentive memory, and was but fifteen years old when he began teaching at Freeburg. After leaving college he was appointed Superintendent of the City Schools at Dewitt, Iowa, but resigned the position at the end of two years, to accept the superintendency of schools at Waterloo, Iowa, where he remained for one year. Having determined to adopt the law as a vocation, he entered Columbia College Law School, New York City, graduating therefrom in June, 1887. For six years he practiced his profession at Minneapolis, Minn. He then returned to New York City and did a large amount of special work for several large receiverships of corporations. In January, 1896, he was elected a Director, as well as Secretary



Chas E Moore

and Treasurer, of the Chicago, Peoria & St. Louis Railroad, and a Director of the Peoria & Pekin Union Line. All these positions he continued to hold, discharging their duties with fidelity and rare executive skill, until January, 1899, when he was elected Secretary of the Chicago Junction Railway, becoming Treasurer of the company a year later. On January 17, 1900, he was chosen Secretary and Treasurer of the Union Stock Yards and Transit Co.

In politics Mr. Moyer is a Republican. In private life he is affable, generous and amiable. These traits have won for him many friends, while his business acumen and integrity have commanded universal admiration and respect. He was married on October 30, 1890, at Milwaukee, to Miss Francesca Guthrie, a daughter of George Whitney Guthrie, Esq. Three children have been born of this union, one of whom is deceased. The two surviving children are Emma Francesca Guthrie and William Guthrie. Mrs. Moyer is a lady of charming personality and has attained eminence as a singer, having scored great successes in Grand Opera in Europe, and all the large cities of this country.

GEORGE MUIRHEAD.

George Muirhead, Assessor, Supervisor, Railroad Machinist and Superintendent, was born in Sterlingshire, Scotland, May 15, 1834, and educated in the district schools. After leaving school he learned the machinist and engineer's trade in the city of Glasgow and remained there until he came to America in 1851. After coming to America, he first worked in the Good's Machine Shop, Toronto, Canada, and later for the New York Central Railroad Company, one and one-half years at Niagara Falls. He then moved to Rochester, N. Y., and remained with the same company until 1855. He then came to Chicago, having been sent for by S. F. Allen, Master Mechanic of the motive power of the New York Central Railroad Company, later of the Chicago & Rock Island Railroad Company. After remaining there for three years, he then took charge of the Pittsburg & Ft. Wayne Company's Shops until October 22, 1870. He was then appointed Engineer of the Normal School at Englewood, where he remained seven years. In 1874 he was elected Assessor of his township, serving five successive years, and afterwards as Supervisor for three years. Since that time he has attended to his building and real-estate business.

Mr. Muirhead was married to Miss Isabel Purdie at Niagara Falls, N. Y., April 26, 1853, and seven children were born to them, only one of whom (Mrs. John Hough), is now living. Mr. Muirhead is one of the pioneer citizens who has executed his part well in assisting to build up Cook County and the Stock Yards interests, and well deserves the commendation of his associates.

WILLIAM MULLINS.

William Mullins, Pioneer Volunteer Fireman, Chicago Fire Department, was born in Ire-

land in December, 1834, educated in the national schools, and came to America in 1849 and to Chicago in 1854. He worked in Miller's dry-dock yard in 1855, in July of the same year joined the Volunteer Fire Department, and in August, 1858, was assigned to duty on the Steamer "Long John, No. 1." Then having resigned, in 1861 he went on "Liberty No. 14," remaining until 1864, when he resigned but returned to the "Liberty" in 1868. He drove buggy for Chief R. A. Williams for one year, and was appointed foreman of the "Illinois," No. 15, in 1869. In November, 1874, he organized Engine No. 27, and became Captain in 1877, when he was transferred to Engine 4. In 1879 he was transferred to Engine 20, and in 1881 detailed as calker; later was sent to Engine 27, and is now on the repair list. He was married in Chicago, in 1862, and has six children.

WILLIAM H. MUNROE.

William H. Munroe, live-stock commission merchant, Chicago, was born at Swansea, Mass., July 30, 1845, being the eldest of nineteen children. His father moved to Brighton, Mass., in 1856, and was there interested in the cattle yard at that place. In 1860 the son began going to the Albany Stock Yards, and in 1869, to Chicago. On Sunday and Monday he would be in Albany, on Tuesday at the Brighton Market, on Wednesday at Buffalo, and on Thursday and Friday, at Chicago, so that five nights out of the seven were spent on the cars. He kept up this constant travel until 1883, when his health began to fail. His doctor told him "the human system could not outlast a railroad which had constant repairing going on," and that he must rest up for repairs. From 1869 to 1883 he made Chicago his base of supplies, although he bought many cattle in Western markets and throughout the country, often buying more than 100 car-loads of cattle per day, and frequently buying and shipping over 300 cars per week—thus running the amount of his purchases in the year to many thousand cars. These heavy shipments were used to supply his Boston, New York and export demands.

Mr. Munroe was married in 1866 to Miss Emily Hunter, of Albany, where he resided until 1887. His wife and seven children having died during that time, he then moved to Brighton, his old home, and in 1888 was married to Miss Ella Young of Albany. Four beautiful daughters are the result of this union, and Mr. Munroe with improved health can be found at his pleasant home enjoying his family and caring for his large landed interests in and about Boston. Adjoining his residence is that of his father, who was born February 20, 1819, and died February 25, 1902. Aggressive but not oppressive, Mr. Munroe has set a worthy example to all his fellow-men.

WILLIAM WATKINS MUNSELL.

William W. Munsell, Publisher and former Banker, was born in Rose, Wayne County, N. Y.,

October 25, 1850, of English-Welsh descent, the son of Gavin Lawson and Lydia (Watkins) Munsell. He traces direct lineage from Sir Philip de-Maunsell, an associate of William the Conqueror, whom he accompanied from Normandy and from whom he received special titles and honors after the establishment of the new English dynasty. His grandson, Sir John Maunsell, was constituted Lord Chief Justice of England in the time of Henry III. The family omitted the "a" in the spelling of the name during the reign of Queen Elizabeth, and in 1711 dropped the final "l," which has since been reinstated by the American descendants. The first of the family who came to America located in the eastern part of Connecticut. Early in the seventeenth century Jacob Munsell, eldest son of Thomas Munsell, who was born at New London, Connecticut, about 1690, came to East Windsor, Conn., and his genealogical descendants, to the subject of this sketch, included Thomas (1), Jacob (2), Jacob (3), Silas (4), Dorman (5), Gavin Lawson (6), and William Watkins (7), while from his mother some of the staunchest Welsh blood was bequeathed to her children.

Mr. Munsell was reared on a farm, the ancestral home in Central New York having continued a family heritage from 1813 to 1893, at which time the death of his father occurred. He was educated in the schools of his native town, later attending Leavenworth Institute, Wolcott, N. Y., Griffith Academy, Springville, N. Y., and Falley Seminary, Fulton, N. Y., after which he commenced his business career when nineteen years of age. He was for a number of years actively engaged in the banking business, between 1878 and 1893. In 1874 he became interested in the publishing business, which has since been continued without interruption and which, after 1879, was conducted in the name of W. W. Munsell & Co. and Munsell & Co., until 1895, when the business was incorporated as the Munsell Publishing Company, of which Mr. Munsell is the President and Treasurer.

October 4, 1876, he married Florence L. Soule (who died May 19, 1880) of Savannah, N. Y., to whom two sons were born, Wilbert W., now a practicing physician at Urbana, Ill., and Frederick S., an agency director with the New York Life Insurance Company, and at present located at Tacoma in the State of Washington. July 12, 1882, Mr. Munsell married Miss Ida May Hamilton, of Syracuse, N. Y., who is a graduate of Syracuse University. Two children have blessed this union, Fanny H., a graduate of the Calumet High School, Chicago, and Chicago Art Institute, and W. Percy, a promising youth of thirteen years. The home was in Brooklyn, N. Y., later in Evanston for some years prior to 1897, when Mr. Munsell purchased an attractive residence property in Auburn Park (Chicago), where the family now (1905) resides.

HUGH M. MURRAY,

Captain Engine No. 46, Chicago Fire Department, was born in Chicago, March 24, 1864, and educated at the Jones school; then worked at various trades until May 24, 1888, when he joined the Hyde Park Fire Department as pipeman on Engine 2, and remained until Hyde Park was annexed to Chicago on June 29, 1889. He was promoted to Lieutenant, May 9, 1891, and assigned to Engine 46; was promoted to Captain July 27, 1897, and transferred to Engine 80; transferred to Engine 41, Sept. 16, 1897, and to Engine 46, August 1, 1898, where (1904) he is still on duty. Captain Murray was married in Chicago, April 23, 1890, to Eliza Byrnes, and four children have been born to them: Kittie, John, Frank, and Mary.

WILLIAM H. MUSHAM.

William H. Musham, ex-Fire Marshal, was born in Chicago February 9, 1839, of Scotch-Irish parents; was educated in the public school and, at the age of sixteen years, commenced to learn the carpenter's trade. In 1855, while an apprentice-boy, he became a member of the Philadelphia Hose Company No. 1, of Chicago, and six months later was induced to transfer his membership to the Phoenix No. 8 Hand Engine Company, remaining with it until it was disbanded by the organizing of the paid Fire Department in 1858. He helped fight the first big fire in Chicago, that of 1857, at Lake and Clark Streets, where seven firemen and sixteen others lost their lives. April 27, 1861, he entered the paid department as a hose-man attached to the Little Giant, No. 6, so named in honor of Stephen A. Douglas. June 1, 1864, he was transferred to the Atlantic No. 3, but shortly afterward went back to No. 6. While serving with this company he was severely injured. At a fire in a commission house on South Clark Street, in June 1865, Musham stood between two firemen when they were killed instantly by falling walls. After that he went to Philadelphia to witness the great parade of the Volunteer Fire Department. He decided to remain in that city and, while there, became a member of the famous Fairmount Company. Upon his return to Chicago he was at once appointed a pipeman on T. B. Brown Engine No. 12, and in August, 1868, was transferred to the Little Giant No. 6 and became its foreman.

Marshal Musham's company was the first to begin fighting the great fire of 1871. He rendered gallant service during those awful days, and on March 1, 1872, the Board of Fire Commissioners recognized his work by his promotion to the position of Third Assistant Marshal in charge of the West Division of the city. In 1877 he was put in charge of the Second Battalion in the downtown district. In 1880, when Marshal Swenie was made Chief, Musham was appointed First Assistant Fire Marshal. Although the hero of countless close calls, Musham has never had a bone broken. In 1894, at the S. K. Martin lumber yard fire, he

was swept into the river by a strong wind. His judgment and coolness in command of men at fires has been amply demonstrated on numerous occasions, and his foresight and care for the men under his command has been frequently shown.

A fire in which Musham, as Acting Chief commanded, was that at the Manufacturers' Building on the World's Fair Grounds, in Jackson Park on January 4, 1894. The building was saved, but the battle was a terrific one, the firemen having to fight the fire, from the height of 240 feet, where the hose had been carried under Musham's directions. In the excitement of the time Musham and Battalion Chief Kenyon were both supposed to be lost. This was Musham's most brilliant bit of fire-fighting. The deed was declared the best display of scientific fire-fighting on record, and was widely heralded at the time.

At the great Northwestern Elevator fire, August 5, 1897, his timely order saved over a score of men from death in the explosion that came so unexpectedly to everybody. Musham was first assistant at that time and had command at the danger point southwest of the elevator. He was not expecting the explosion, but the unnecessarily dangerous position of the fireboat "Yosemite" was noted by him, and the order given to move farther away from a wall that was regarded as dangerous. The sudden explosion that followed, when the boat had moved one hundred feet, would have caused the death of nearly thirty additional men but for the timely and fortunate order. Musham was struck on the head by a beam, and was buried under a pile of iron sheeting and, in consequence, was incapacitated for duty for two weeks. He never lost a man under his direct command.

Marshal Musham has frequently commanded detachments of the Fire Department in fighting fires in neighboring cities, which were threatened with destruction by fires which local forces could not control. Such occasions occurred in Racine, May 7, 1882; at Milwaukee, October 29, 1892; at Wheaton and at Pine Station, Ind.

It was when he was absent from the city on one of these relief expeditions, that the late Chief Swenie gave one of the many illustrations of the high regard in which he held Musham. It had been reported that additional help had been wired for, and Swenie was sought to deny or confirm the report. He was found in his office engaged in shifting the plugs in the switch board, which indicated the movement of the companies out and into their stations. He was told of the receipt of the telegram that the Mayor had asked for more help. The Chief continued to shift the pegs, and without turning around said: "Musham is up there, and he has not asked for help. Whenever help is needed, he will say so, and until he 'hollers,' you can be sure that it is not needed." It is said in department circles, that, in all the twenty odd years that Musham

served as Assistant, and by virtue of his position was in command many times before arrival of the marshal, no order was ever given by Musham that was not ratified by the chief on the latter's arrival.

This confidence in his judgment has been for many years shared by the general public, and the grim-visaged, alert First Assistant Marshal had been looked upon as the natural successor of the veteran chief. Upon the retirement of Chief Swenie, June 24, 1901, Musham was appointed Chief Fire Marshal. Loyal to his duty as a public servant, and demanding of all others equal fidelity, even where life itself is daily put in peril, the rugged qualities of Marshal Musham's character but go to show that he is what his admirers have long claimed for him—the ideal fire-fighter and commander of men.

After forty-eight years of active service in the volunteer and paid Fire Departments of Chicago, Chief Musham was forced to retire by politics October 17, 1904.

DANIEL R. MUSSER,

Ex-Lieutenant, Town of Lake and Chicago Police (retired), was born in Reading, Pa., December 2, 1842, and educated in the district schools. After leaving school he worked on his father's farm and later owned one himself for three years, until he came to Chicago April 15, 1871. Here he started as a carpenter, working two years; was employed by the City Railway Company for two years to run a "Bob-tailed Car" on Cottage Grove Avenue to Thirty-ninth Street; then engaged in teaming continuing in this line until he joined the Town of Lake Police force, April 7, 1875, as patrolman, at the Stock Yards Station. In 1878 he was promoted to Patrol Sergeant, being thus employed for three years; was promoted to Lieutenant in 1881 and transferred to Englewood Station, Sixty-third Street and Wentworth Avenue, remaining four years, until July, 1885. He was then transferred to the Union Stock Yards & Transit Company at Exchange Building until January, 1887, when he was appointed Desk Sergeant at the Stock Yards Station, and remained in that position until after the annexation of the Town of Lake to Chicago (June, 1889). In August, 1889, he was promoted to Patrol Sergeant, remaining two weeks, when he was promoted to Lieutenant, September, 1889. He remained in this position until July, 1897, when he was pensioned on account of his over twenty years' service. He has always been on hand wherever duty or danger has called him. Never a charge was preferred against him while he was on the force.

He was married September 15, 1863, at Reading, Pa., to Miss Maria Renninger, and ten children (five sons and five daughters) have been the fruit of this union. Mrs. Musser passed away March 26, 1901.

THEODORE P. NEWCOMER.

Theodore P. Newcomer, live-stock commission merchant, Chicago, was born on a farm

near Milton, Northumberland County, Pa., January 14, 1831; received his education in the public schools and early commenced business as clerk in a store in his native town. In 1858 he came to Forreston, Ogle County, Ill., and there started a store of his own, by strict attention to business, obliging manners and honorable dealings, winning success. Desiring a larger field, in 1864 he removed to Shannon, in Carroll County, and there opened another store. Prosperity followed, and he opened a second store at Chadwick, a neighboring town. During his residence at Shannon, he bought a farm where, in connection with his other business, he commenced raising live stock and shipping it to Chicago. In 1892 he sold out and came to the Union Stock Yards, Chicago, where he was introduced to James M. Doud by his son-in-law, Richard Fitzgerald, Vice-President of the Chicago Junction Railway Company, and soon a new commission firm appeared under the style of Doud & Newcomer, which was changed to the Wood & Newcomer Company, November 1, 1896, and is still in operation. To know Mr. Newcomer is to know a gentleman, a shrewd business man, whose kindly face, hearty laugh and genial ways endear him to all his friends, and their name is legion. He was married to Miss Anna M. Connelly, in Pine Grove, Schuylkill County, Pa., in 1857, and two children have blessed their union.

ANDREW E. NICHOLS,

Assistant Engineer, Fourteenth Street Pumping Station, Chicago, was born in Pecatonica, Ill., January 2, 1862, attended the district schools in Pecatonica and came to Chicago in November, 1871, where he attended the public schools, and later a business college for two winters. He then spent two seasons as fireman on the lakes, and one season as oiler, when he became first assistant engineer on a lake steamer. In August, 1896, he took the civil service examination and secured a position as assistant engineer at the Lake View Pumping Station, in September, 1897, remaining there three years. In August, 1900, he was transferred to the Fourteenth Street Station, where he still remains, ready for any service to which duty calls him. He was married to Miss Ellen L. Carey, in Delavan, Wis., in August, 1887, and they have one daughter.

REV. G. A. NIEDERGESAESS.

Rev. G. A. Niedergesaess, pastor and organizer of the Evangelical Church, Blue Island, was born in Germany in 1853, the son of August and Dorothea (Mahler) Niedergesaess, and was reared and educated in his native country, where he engaged in teaching; then went to Alexandria, Egypt, where he occupied a chair in a college as professor of the French and German languages and Music. During his stay in Egypt he made a trip to the Holy Land, and, in 1880, came to America on the same vessel that brought the celebrated obelisk, "Cleopatra's Needle," from Alexandria to New York.

After coming to America he entered the Theological College of the Evangelical Synod, located at Marthasville, Mo., now in St. Louis, Mo., and was ordained at Milwaukee, Wis. For twelve years he was pastor of a church at Eitzen, Minn., but in 1893, was sent to Blue Island by the Mission Board of the North Illinois District of the Evang. Synod of North America, and here organized the Evangelical Church and superintended the erection of the present church edifice. His pastorate of the church at Blue Island of over ten years, has been very successful.

THE DEUTSCHE EVANGELISTIC FRIEDENS-CHURCH, of Blue Island, Cook County, was organized with a membership of thirteen persons in June, 1893, by the Mission Board of Northern Illinois District of the Synod of North America, and placed in charge of the present pastor, Rev. G. A. Niedergesaess. During the first year, the congregation occupied the old Methodist Episcopal Church edifice, but in 1894, bought a lot on the corner of Gregory and New Streets, and there erected a new church building at a cost of about \$10,000, which was dedicated November 18, 1894. In 1900 a parsonage, costing \$2,300, was erected and occupied in January, 1901. The church also maintains a school, where German is taught on Saturdays. The church membership numbers sixty-five to seventy. A larger proportion of families are connected with the church, and there is a Ladies' Society of eighty members, a Young People's Society of thirty-five, and a Sunday School of 350 pupils and fifteen teachers. The present church officers are: President, Hans Peetz; Secretary, J. John Joens; Treasurer, F. Witte; Trustees, George Meyer, Charles Wick and Herman Koehler.

FRANK JOSEPH NIGG,

Lieutenant of Chicago Fire Insurance Patrol, No. 5, was born in Chicago, August 29, 1864, and educated in the Franklin school. After leaving school he learned the brass-finishing trade at the Union Brass works in 1880, remaining there six years, when, on August 12, 1886, he joined the Chicago Fire Department on Engine No. 32. He was transferred in 1887 to Engine 27, and later to Engine 55, and drove for Chief Gabriel until 1892, when, on June 1 of that year, he joined the Fire Insurance Patrol, being assigned to Patrol No. 1; was transferred to No. 3 in 1893, and to No. 1 in 1894; promoted to Lieutenant November 1, 1896, and assigned to Patrol No. 5. When Captain William Bergman of No. 5 was killed, February 4, 1900, W. E. Carney was appointed his successor on May 1st, following. Mr. Nigg retained his position as Lieutenant of Patrol No. 5. He has had his share of narrow escapes, among them being one at the fire and explosion at the Northwestern Elevator, on August 5, 1897, when he had a leg broken and was severely burned on the head and back. He has worked at all the fires occurring in the downtown district of late years,

excepting when laid up for repairs, but is always ready for any service where duty or danger may call. He married Miss Julia Buckley in Chicago, March 11, 1887, and one son, Frank George Nigg, has been born to them.

JOHN J. O'BRIEN.

John J. O'Brien, driver on Fire Engine 23, Chicago Fire Department, was born in Chicago, February 28, 1858, and educated at St. Patrick's Academy and Skinner school. His father, Patrick O'Brien, was born in Ireland, March 17, 1804, and came to Chicago in 1835, where he died October 12, 1879. After John J. O'Brien left school, he worked for the Protection Life Insurance Company over a year, and later as driver of a team for Henry W. King & Company and others. He joined the Fire Department April 4, 1882, and was assigned to Engine 12; was transferred successively to Engines 15, 7 and 17, Chemical No. 1, and to Engine 24, on August 4, 1883, and to Engine 23, April 5, 1890. Mr. O'Brien was married in Chicago, June 3, 1886, to Mary Doyle, and four children have been born to them. He has suffered no serious accident since he joined the Department, but has always been ready to face any danger where duty calls.

JOHN O'CONNELL,

Captain Fire Patrol No. 4, located at Union Stock Yards, was born in Ireland, March 17, 1865, and educated in the public schools; came to America and Chicago in 1879; here learned the carriage-maker's trade with T. Scully, 253 Wells Street; joined the Fire Patrol, June 15, 1887, and was assigned to No. 2, as blacksmith; was promoted to Lieutenant in 1892, and to Captain, December 1, 1894, when he was assigned to Patrol No. 4, Union Stock Yards. Mr. O'Connell had many narrow escapes, one occurring when he was going to a fire November 6, 1896, being thrown from the apparatus and having a leg broken.

BENJAMIN F. O'CONNOR,

Captain Hook and Ladder Company No. 3, Chicago Fire Department, was born in Chicago, January 1, 1859, was educated at the Kinzie public school, and began earning his own living as a boot-black and newspaper boy. In 1870 he began working for C. H. Reed, then State's Attorney, remaining some years, then drove team until 1883, when he joined the Fire Department, November 16, becoming Truckman on Hook and Ladder No. 6 ("Old Skinner"), was promoted to the Lieutenantcy August, 1887, serving on Engine 4, Chemical 2, and Engine 42. February 3, 1891, he was promoted to Captain, and assigned to organize Engine Company No. 60; was transferred to Engine 32, November 30, 1891, to Engine 42, July 1, 1893; and July 24, 1896, to Hook and Ladder Company No. 3, which position (1904) he still fills.

At the burning of the Northwestern Elevator, August 5, 1897, Captain O'Connor received the order from Marshal Musham, through Battalion

Chief Seyferlich, to move the Fire Boat "Yosemite" (Captain Buckley) out of the way of the wall, as he felt certain it would fall. The boat had just been moved one hundred feet south, when the terrific explosion occurred. The "Fire Queen," No. 7 (Captain Burroughs) was hurrying in on the second alarm, and being warned by the act of the "Yosemite," slowed up and saved herself and crew. Had Musham not given that providential order, the death-roll would have contained about fifty more names, and swamped both of the fireboats. During the twenty years of his life as a fireman, Captain O'Connor has had many narrow escapes, including his experience at the fire at the Illinois Can Company, No. 60-64 Superior Street, where this Truck Company won honorable mention for saving about thirty lives, and that at the Berwin Hotel, 248-250 North State Street, where eighteen lives were saved, three being lost.

Captain O'Connor married Miss Mary Braley, of Chicago, September 25, 1882, and five children have been born to them; James F., Mamie E., Martha, Benjamin F. and William. In his career we have another example of the daring Chicago fireman who was never known to shrink where duty called.

JAMES J. O'CONNOR,

Superintendent City of Chicago Pipe Yards, was born in French Park, Ireland, July 25, 1855; came to America in 1863 and to Chicago in 1865; attended the St. Patrick's, Holy Trinity and Dearborn public schools, and after leaving school in 1870, entered the employ of the Chicago & Alton Railroad Company, in their general office, remaining with that company fifteen years. For two years he worked for the Chicago & Northwestern Railroad Company, for the Chicago National Bank six months, and, in 1889, commenced work for the City of Chicago as bookkeeper at the Pipe Yards. In 1897 he took the civil service examination and was appointed Superintendent of the Pipe Yards, which important position he has filled with much credit to the present time.

ROBERT P. O'CONNOR,

Captain, Engine Co. No. 8, Chicago Fire Department, was born at Rockland, Mass., March 13, 1858; came to Chicago in October, 1864, and here attended the Holden, Washington and Dore Schools. After leaving school he was engaged in the boot and shoe business for four years; later worked in the Rolling Mill, and then as fireman on the Pittsburg, Ft. Wayne & Chicago Railroad, when he returned to the shoe business; then was engaged as a conductor for the Chicago City Railway Company for one year. He next worked on the Chicago River docks, and then spent a year in the shoe business, when he joined the Fire Department, March 1, 1886, as pipeman on Engine 32; was promoted to Lieutenant, December 31, 1888; assigned to Engine 13 and on May 31, 1890, transferred to Engine 1; was promoted to Cap-

tain May 6, 1891, and organized Engine 62, at Kensington. December 12, 1891, he was transferred to Engine 28; took the civil service examination for first class Captain in December, 1895,—the first that was held—was promoted and transferred to Engine 8, July 1, 1896, where (1904) he still remains.

Captain O'Connor has been in many dangerous positions. At the Knight & Leonard's fire, November 1, 1886, where several patrolmen were killed, he had a very close call himself. On April 13, 1887, at the J. J. McGrath fire, he was on the fourth floor at the time of the explosion, and had to roll down the stairs to escape, his hands and face being severely burned. At the McVicker fire, while working on the fire-escape in the west alley, the wall parted and he had to remain until a ladder was obtained and he, and his Company were rescued. At the fire of the Palace Livery Stables, on the northwest corner of Thirty-second Street and Cottage Grove Avenue, December 15, 1898, he was inside working on the second floor. In changing his position the center of the building collapsed and Captain O'Connor called to his men and Chief Mahoney of the Tenth Battalion to jump down the stairway from the second to the first floor. Chief Mahoney and one fireman fell on top of the Captain but all were saved. Four of the firemen were killed by falling walls on the outside of the building and several were injured, including two of Company 8. December 30, 1899, at Monroe and Franklin Streets, there was another close call for the brave Captain from falling walls. After hanging on to the wall, he succeeded in climbing to the next roof and, procuring a ladder, assisted in rescuing three firemen of his own Company. These are only a few of his many narrow escapes, too numerous to mention, thus showing to the people of Chicago the pluck and bravery of the firemen who risk life and limb for the protection of the City's property.

Captain O'Connor was married in Chicago, November 3, 1878, to Miss Maria J. Newton, and three children have been born to them.

JOHN R. O'DONNELL.

John R. O'Donnell, live-stock commission merchant, was born in Jersey City, N. J., July 4, 1871; came to Chicago in the spring of 1882 and attended the Cottage Grove and Raymond schools. After leaving school in 1885, he went to the Union Stock Yards and worked for his father, Simon O'Donnell, remaining in his employment until admitted into the firm of Simon O'Donnell & Co., January 1, 1899. Mr. O'Donnell is a young man who has made his mark among the salesmen at the Union Stock Yards, and is well esteemed by his friends and associates.

PATRICK O'DONNELL.

The subject of this sketch was born in County Limerick, Ireland, in July, 1838, and educated in the schools of his native country. In 1855 he emigrated to America and located in Chi-

cago, where he took up his trade as a horse-shoer, being the first man to shoe horses for the West Division Railway Company. He remained in the employ of this company twenty-six years, during which time he has worked under Superintendents James K. Lake and J. R. Jones, and, by his close attention to duty, has won for himself the confidence of the officers and the owners of the railroads, and is highly esteemed by his friends and associates. He is one of the good old-time pioneers who have accumulated considerable property. He was married to Bridget O'Brien in Chicago, in July, 1861, and they are the parents of eleven children, viz.: Edward, John, Patrick, Andrew, Frank, Joseph, Almira, Hannah, Irene and two others. Mr. O'Donnell is a Catholic in religious faith and an Independent in politics.

SIMON O'DONNELL.

To the successful efforts of no one man can the extraordinary growth of Chicago's live-stock business be attributed. Yet the city owes a debt of gratitude to the pioneer merchants in this line of trade whose hard work, unflagging energy and tireless industry laid the foundations for what is now the great Union Stock Yards, with their tens of thousands of employees, their multitude of separate industries, their ceaseless activity and their enormous business. Among these early traders we find the name of Simon O'Donnell, who has been engaged in the business in Chicago and other points since 1863. He is a native of Lismore, County Waterford, Ireland, where he was born November 14, 1847. When he was but two years old his parents emigrated to America, settling in New York. There young Simon grew to be thirteen years of age, attending the public schools for a time, and later driving cattle around the old "Bull's Head" on Forty-fourth Street. In 1861 he came to Champaign County, Ill., in care of Hon. J. Frank Harris. There he attended school during the winter, in the summer working upon a farm. In the summer of 1863, coming to Chicago, he found employment in the old Fort Wayne Yards on Sixteenth Street, through the kindness of Superintendent Joseph McPherson, who found him a place with Fawcett and Bankard, the government contractors for loading and shipping contract cattle. At the end of the Civil War in 1865, he left this firm to enter the employ of Conger Brothers, at the Chicago, Burlington & Quincy tracks, remaining there six months. In September, 1866, his old friend, Joseph McPherson, opened the Communipaw Stock Yards, Jersey City, and appointed Mr. O'Donnell Superintendent. There he remained until 1871, when he entered the employ of S. W. Allerton, in which he has continued ever since. For the first two years he superintended that gentleman's yards near Jersey City. The next year he spent at his employer's slaughtering establishment on the Hackensack River. From 1873 until 1881 he served as cattle salesman. Previous to this, however, Mr. Allerton

commenced exporting beef to London, and he placed his trusted employe in charge of the first consignment, on March 4, 1876. In February, 1882, he was given charge of Mr. Allerton's extensive live-stock interests at Chicago, his office being at the Union Stock Yards. About this time Mr. O'Donnell began doing live-stock commission business on his own account, although still continuing in the Allerton employ. On New Year's Day, 1899, he was made general manager of the Pennsylvania Stock Yards at Pittsburg, owned by Mr. Allerton. There he buys cattle for export as well as for all other purposes. He still retains, however, an office at the Chicago Yards, where he carries on a large business under the name of Simon O'Donnell & Co. He introduced into Pittsburg the "Fat Stock Show," and made the first sale of a carload of prize winning steers at auction. This proving a great success, many similar ones have since been held. As may be seen, he is a veteran in the business, having seen well nigh phenomenal changes and fluctuations in both the New York and Chicago markets.

Mr. O'Donnell was married to Miss Margaret Pearson, of Hudson County, N. J., November 7, 1877, and they have been blessed with four children, of whom three are living.

THOMAS TELFER OLIVER, M. D.

Some centuries ago two brothers were banished for political reasons from Switzerland. They made their home in Scotland, and from one of them descended the immediate ancestors of the venerable physician whose name introduces this article, and who has long been prominent in the medical circles of Chicago. His parents, Robert and Isabella (Telfer) Oliver, were residents of Cromartyshire, in the north of Scotland, at the time of his birth, May 17, 1830. He was one of a large family of children, and when he was seven years of age his parents emigrated to the New World. They spent a few years in Quebec, but in 1847 made a permanent home in Ontario.

It was in Ontario that Dr. Oliver began his study of medicine, at the same time displaying much aptitude for civil and mechanical engineering, a subject that awoke much interest in his mind in later years. Medicine and engineering seem very wide apart, and yet it is the same keen, analytical mind that delights in the mysteries of science and the problems of healing. He took up the study of medicine in the office of Dr. N. E. Mainwaring, of St. George, Ontario, with whom he spent two years. In 1856 he went to Toronto, and became a student at the Rolph Medical School, from which he was graduated in 1858, with the degree of Doctor of Medicine. For some time following this, serious ill-health prevented his giving any time to the practice of his profession, but led him instead to devote much time to his other favorite study, civil and mechanical engineering, in the line of millwright work, and plans for engines and bridges. His original ability and thorough understand-

ing of these branches were shown in a number of useful inventions, and throughout his career his inventive genius has supplied him with many things he needed in his work along various lines, and which he could not readily find.

For some two years Dr. Oliver was a resident of Kansas, but came to Chicago in 1875, where for the last quarter of a century he enjoyed a lucrative practice, and won an enviable reputation as an able practitioner. For many years he conducted a general practice, but later devoted his time and attention more particularly to family practice, and chronic and hereditary diseases. One of the chief tendencies which mark this age is a tendency towards specializing. A man should not dissipate his energies over the entire field of human endeavor, but seek some branch of the business for which he is specially fitted, and thus reach a higher pitch of excellence than he could otherwise attain. Just as the stream limited to a narrow channel flows with greater force than it does when it spreads out over the broad meadows, so a man's energies shut up within narrow lines should be far more effective. Dr. Oliver, with a broad general information and a profound and valuable experience in every department of medicine, in his later years gave his closest attention to diseases of the lungs, liver and kidneys, in which he has attained marked superiority. In the practice of medicine, as in engineering, Dr. Oliver has manifested the same originating and inventive disposition. He sees no operation without proposing to himself its possible improvement. Thus he has advanced steadily and rapidly along his chosen profession and long since secured a solid footing among the foremost representatives of the medical science in Chicago.

Dr. Oliver was married in 1860, and has had five children, whose names—Anita, Thomas Scott, Ida May, Bruce and Grant,—betray his admiration for chivalry and heroism, a part of the make-up of every broad minded and generous man. Possibly his remote ancestry, which is undoubtedly in part at least of French derivation, has given him a mark of geniality and perfect courtesy. He is of a quiet and modest disposition, and has an independent and self-reliant nature at the same time, and holds the unstinted respect of all with whom he comes in contact.

JOHN F. O'MALLEY,

Captain Hook and Ladder Company No. 19, Chicago Fire Department, was born in Chicago January 21, 1866, educated in the Washington and Carpenter public schools, and after leaving school went to work for Field, Leiter & Co., as wagon boy for one year, after which he was employed at the Rolling Mills for two years, and later for Crane & Co. (pipe-mill and foundry) for three years. He then drove team for Gee Bros. until he joined the Fire Department, April 2, 1886, as driver on Truck

No. 10; was transferred to Engine 13, as pipe-man in March, 1887; promoted to Lieutenant and transferred to Engine 27, June 1, 1890; to Engine 20, May 19, 1891; and to Engine 13, December 9, 1893. July 1, 1896, he was promoted to Captain, and assigned to Engine 30 and was transferred September 10, 1896, to Truck 19 where (1904) he still remains on duty. In common with other firemen Captain O'Malley has had many narrow escapes, but never suffered serious injury. He was in command of Truck 19 when a man was rescued at the fire in Brunges' Vinegar Factory, Ann Street, May 27, 1897, and when fifteen persons were rescued at a fire at 201 West Erie Street, September 29, 1897. He is always to be found at his post of duty, and ready for any emergency where danger threatens.

CHARLES W. O'NEILL,

Captain No. 1, Chicago Fire Insurance Patrol, was born in Cincinnati, Ohio, November 30, 1855, was brought to Chicago when six months old and educated at the Dore school. After leaving school he worked for the Academy of Music and other theaters, as stage carpenter; then joined the Fire Insurance Patrol, January 14, 1882, and was assigned to Patrol No. 2, as private, and transferred to Patrol No. 1, March 21, 1885, on account of six members of that company having been injured at the Langham Hotel fire. He was promoted to Lieutenant January 1, 1886, when E. T. Shepherd was appointed Superintendent on account of the resignation of B. B. Bullwinkle; was promoted to Captain December 1, 1886, and remained on duty until he was severely injured in the gasoline explosion at the dye-house, No. 43 North Clark Street, May 10, 1891; his head and shoulders were there badly burned, and he was rescued by Dick Gillen, Fire Patrol Insurance reporter, at a great risk of his own life. Several of the firemen were disfigured for life. O'Neill was transferred from Company No. 1 to No. 2, located at 216 South Sangamon Street, September 6, 1892, but while discharging the duties of Acting Superintendent, has his headquarters at the commodious house of Patrol No. 1, on Monroe near La Salle Street. Captain O'Neill was married on the 25th day of December, 1880, and he and his wife have three children. He has been on duty at all of the large fires since January 1882, and has had many narrow escapes. He is noted for his brave deeds, and kind actions to the members of the Patrol, and by them held in great esteem, having the good will of his superior officers and employers.

JOHN O'NEILL.

John O'Neill, Superintendent of Track Elevation, Chicago, is a son of Michael and Mary Stirling O'Neill, born in Newark, N. J., on the third day of December, 1832. His father was a native of Belfast, North of Ireland, and his mother was of Scotch decent. They emigrated to the United States about the year 1831, and

in 1834 the family removed to Pennsylvania, where they remained until 1866. John enjoyed good educational advantages and, after completing his preliminary studies became a student at Westminster College at New Wilmington, Mercer County, Pa., where he finished his studies in 1856 at the age of twenty-four. During the next ten years he had a great variety of experiences, including travel and service in the army, of which only brief mention can here be made.

After leaving college he went to Iowa and during the winter of 1856-57 taught school at Mount Pleasant, Henry County. In the spring of 1857 he went to St. Joe, Missouri, where he was employed by John Severns, Engineer of Construction on the Hannibal & St. Joe Railroad, then in course of construction, but did not remain long at this place. Being of a roving disposition, and hearing of an expedition about to leave Kansas City under the famous "Kit Carson," for New Mexico and Western points, he joined them on a tour through New Mexico and Colorado to Utah Territory, there becoming connected with the United States Army as Scout and Guide for Major Lind's Command, to Fort Hall, in Washington Territory, which was especially charged to guard and protect emigrants on their way to California. He assisted in the burial of the bones of those who were murdered in the famous Mountain Meadow Massacre in 1857, two years after it happened. At the beginning of the Civil War he returned to the East with the soldiers from Utah, under Col. Philip St. George Cook, and after a short stay at home, went to Washington and reported to Col. Clark, who was assigned as Chief Commissary of the Army of the Potomac. On his arrival in Washington, Col. Clark placed him in charge of the receiving and caring for commissary stores, at the Sixth Street Wharf, at entrance into Washington by the Baltimore & Ohio Railroad, the only railroad over which the Army then encamped around Washington City could receive supplies. On February 27, 1862, he was sent to Fortress Monroe to report to Col. John McL. Taylor, Commissary, and was placed in charge of the receiving of supplies at that point for the Army of the Potomac, it being the intention of General McClellan to make this the base of operations against Richmond. The first troops of the Army of the Potomac arrived here on the 5th of April, following; he was therefore one of the first sent from Washington. He served with the Army of the Potomac until Richmond was taken, when he resigned and returned to his home in Pennsylvania.

When his father's family removed to Chicago in June, 1866, Mr. O'Neill accompanied them and has since made Chicago his home. Here he became associated with Mr. David Goodwillie, under the firm name of David Goodwillie & Co., engaging in the planing mill business and the manufacturing of sash, doors and blinds. At the end of one year Mr. Goodwillie

withdrew, and Mr. O'Neill and his brother Louis organized the North Side Planing Mill Company, which was conducted with marked success until the year 1881, when they sold their plant to Messrs. Campbell Bros. Mr. O'Neill then retired from active business with an ample competence.

For many years Mr. O'Neill has taken an active interest in political affairs and has been called to numerous positions of trust. He was appointed Commissioner of Public Works under the administration of Mayor H. D. Colvin; was elected County Commissioner in 1880, serving for three years; was appointed one of the State House Commissioners to finish the State House at Springfield, by Governor John M. Hamilton, in 1883. He has been five times elected Alderman from the Thirty-fourth Ward on the Republican ticket, and served in the City Council from September, 1889, to March 28, 1897, when he resigned his seat to accept the position of "Expert on Track Elevation," in which position he served without compensation until the election of Mayor Harrison, by whom he was appointed to the office under salary.

In matters of religion Mr. O'Neill holds liberal views, and in this, as in all other matters, thinks for himself and seeks to follow the prompting of an enlightened conscience. In his varied relations throughout life he has maintained a high character, and has been, and is known not only as an enterprising citizen and successful business man, but also as a high-minded gentleman: He has rare personal and social qualities, is fond of good fellowship, and is strongly attached to his friends. In stature he is five feet, nine and one-half inches, weighs 208 pounds, has a commanding presence, a pleasing address and a ready command of language. He has the courage of his convictions and is never swayed from that which he believes to be right. It is owing to this trait in his character, that he has been so successful in his long, continuous and persistent fight for the elimination of deadly grade crossings by the elevation of the road-bed and tracks of railroads within the corporate limits of the City of Chicago. In this field he has been very successful, notwithstanding the great opposition at first brought to bear against him, on account of the enormous expense to the railroads, and its seeming impracticability; but in the face of opposition and abuse, keeping his eyes to the front, he has never wavered, but kept up his stubborn and persistent fight until every obstacle was overcome and track elevation for the elimination of grade crossings in the City of Chicago has become an assured fact. He made the first Aldermanic canvass in the year 1889 with this object in view, and in his last report the Expert on Track Elevation reports to Mayor Harrison for 1900, as follows:

"We are highly gratified at the wonderful progress that has been made in the elevation of the road-bed and tracks of the several railway and railroad companies having their ter-

minas within the corporate limits of the City of Chicago, since the first agitation of the question in the year 1890 and the commencement of the first work in the year 1892. From May 23, 1892, to January 1, 1901, 291.88 miles of railroad tracks have been elevated and 213 grade crossings eliminated by subways, and fifty-one joint subways have also been constructed, thirty-seven street crossings have been discontinued by elevation and vacation. The work has cost the railroad companies an estimated amount of \$17,405,000. Ordinances have been passed, and accepted by the railroad companies, for the elevation of 232.9 miles more of railroad tracks; when this work is completed there will be 88 more street crossings relieved by subways, and 71 crossings by joint subways; six grade crossings will be diverted into the subways and 17 grade crossings discontinued by the elevation and vacation at an additional estimated cost to the railroad companies of \$8,583,000—making the total expenditure, when the work is completed, \$25,988,000. This work since its commencement, has given employment on an average annually to about 20,000 men."

ROLLIN B. ORGAN.

This distinguished citizen, whose name is as familiar as a household word in railroad circles throughout the American continent, has been identified, with but an occasional interruption, with the commercial development of the city for thirty-five years. He is yet in life's prime, having been born at Washington, Iowa, July 19, 1844. He received a liberal education, graduating from the college in that city and afterwards beginning the study of law. In 1862 he laid aside his text-books to enter the navy, preferring that to the military arm of the service. He received his discharge in 1864, and in 1866 came to Chicago. His first employment was with the Union Stock Yards and Transit Company, in the shipping department. The promptitude, efficiency and executive capacity which he displayed soon led to his promotion to the post of yard master, which he filled for four years. Next, on the recommendation of the Stock Yards Company, he was made stock agent for the Leavenworth, Lawrence & Galveston (now Atchison, Topeka & Santa Fe) Railroad Company, at Coffeyville, Kans. He remained there but two years, returning to Chicago to accept a similar position with the Michigan Central at the Union Yards. Two years later his services as stock agent were secured by the Great Western of Canada, with which company he remained for four years, then being appointed to the same position for the consolidated Great Western & Canada Southern lines. Four years later, upon the amalgamation of the Grand Trunk and Great Western, he entered the employ of the Nickel Plate Company. For a time he represented this line at the Stock Yards, but it was not long before the directorate realized that the position, in which his long experience could be most advantageously utilized, was that of con-

tracting agent for the freight department, making him representative of all the fast freight lines running over the Nickel Plate Road.

To the discharge of the grave, and sometimes perplexing duties which attach to this responsible post which he yet fills, Mr. Organ brought the same qualities which have distinguished him from youth—a keen intellect, quick perception, sound judgment, unfailing discretion and scrupulous honor. He is a Democrat and takes a deep interest in his party's success, being among its active workers and holding a high position in its councils. In 1898 he consented to accept the empty honor of a nomination for Congress in that Republican stronghold, the First Illinois District. His defeat was certain, yet he succeeded in reducing the plurality of his opponent, Hon. J. R. Mann, from 28,000 to 16,000. In 1900 he was his party's nominee, by acclamation, for the Presidency of the Board of County Commissioners, but went down before the wave which again carried the Republicans into power. He is a thorough going sportsman and has done much, both by suggestion and assistance, in the enforcement of legislation for the protection and preservation of game and fish. He has been three times President of the Illinois State Sportsman Association, and had repeatedly served upon its Board of Directors. He is a Mason of high rank, being a member of Chicago Chapter, R. A. M.; of the Chevalier Bayard Commandery, K. T.; and one of the Nobles of the Mystic Shrine. Mr. Organ was married at Washington, Iowa, October 30, 1875, to Miss Ida A. Hall.

JOHN ORR.

John Orr, ex-Captain Liberty Fire Engine, Town of Lake Fire Department, yard master and foreman sheep-dipping division, Union Stock Yards, Chicago, was born in New York City, October 21, 1844; was educated in the public schools, and at five years old went with his parents to Wisconsin. After leaving school he enlisted as a private in the Third Wisconsin Infantry on December 21, 1862, and was mustered out as a private, August 18, 1865. He then came to Chicago and went to work for the Union Stock Yard & Transit Company, as yard man, and was promoted to yard master; was also Captain of Engine Liberty at the Stock Yards for twelve years (1874-86), while at the same time acting as division yard master for the Pennsylvania Railroad Company. From 1886 to 1895 he trailed sheep from Oregon and Idaho into Nebraska, when he came to Chicago and worked in the sheep dipping division at the Stock Yards until he was appointed foreman of the sheep dipping division, where he is located at the present time.

ADAM ORTSEIFEN.

To perform well the duty nearest at hand, to bring to bear upon one's immediate task all one's faculties, mental and physical alike, and to regulate one's life by the requirements of the code of morality and honor—these are the true

stepping stones to success. The vicissitudes of circumstance may, and often do, necessitate changes, more or less abrupt, in one's business pursuits; but energy, fidelity and perseverance are sure to win in the end. To demonstrate the truth of these assertions, it is only necessary to tell the story of the life of Adam Ortseifen, one of Chicago's wealthy brewers and honored and influential citizens.

Mr. Ortseifen is a native of the City of Montabaur, in the Province of Nassau, Germany, where he was born December 2, 1854. His father's name was Christian, and his mother, before marriage, was Annie Roth. After passing through the public schools, he entered Montabaur College, graduating in the departments of business and architecture with high honor. For a time he was employed in an architect's office at "Limburg-on-the-Lahn," preparing plans for the remodeling of the Bishop's palace, and later in the office of the government architects at Montabaur. In 1873 he came to America, reaching Chicago on March 3d, of that year. For a few months he worked in the office of an architect on Milwaukee Avenue, and then engaged in the sign painting business, on North Clark Street, devoting his evenings to study in the Art School, then located at State and Monroe Streets. He soon removed to a better location at State and Seventeenth Streets, where he had a large, well-paying shop. He did a large business in painting signs for brewers, and it was while painting a large picture of "Germania," in a hall, in 1877, that he first met Mr. McAvoy. Not long afterward he was employed by the McAvoy Brewing Company to devote himself exclusively to the conduct of their sign-painting business. After two years, however, the company decided to abandon painting its own signs, and Mr. Ortseifen was assigned to new duties. Quick of perception and ready of execution, faithful and ambitious, he mastered details with remarkable facility. He was given the agency for the South Side, and his industry and capacity soon led to his being made agent for the entire city. Then followed his promotion to the position of manager, and in 1892 he was elected to the Vice-Presidency of the company, and October, 1902, to the Presidency of the McAvoy and Wacker & Birk Brewing and Malting Company, which he still holds.

In 1899 Mr. Ortseifen was elected City Treasurer on the Democratic ticket, but has never either held or sought any other office. He is Secretary of the Chicago-Milwaukee Brewers' Association, and prominent in many of the German societies of the city.

In Masonry Mr. Ortseifen has attained the highest rank. He was made a Master Mason in 1890, and is now a member of Oriental Consistory of the Ancient and Accepted Scottish Rite. He is also a member of the Ancient Arabic Order of the Mystic Shrine. In 1879 he married Miss Josephine Kruger, of Chicago. Their four children are named Adolph J., George, Josephine, and Margaret.

JOSEPH OSHER.

Joseph Osher, live-stock buyer and packer, was born in Montreal, Canada, January 15, 1837, and educated in the public schools. After leaving school he went to Buffalo, N. Y., in 1853 and worked for "French Frank" as butcher. He came to Chicago in 1859 to the Ft. Wayne Stock Yards, feeding and taking care of live-stock for Joseph McPherson, Superintendent. He bought hogs for S. W. Allerton in 1862, and owned an interest in the Allerton Packing Company until its sale to the English syndicate. Later he bought hogs for Thomas Wells for two years, and then for the English Syndicate and later for the International Packing Company up to 1899. Mr. Osher was married to Miss Laura Bridgman, in Chicago, in 1862, and two children blessed their union. Mrs. Osher died August 19, 1878, and in September, 1887, Mr. Osher married Miss Ellen Cooley, of Chicago, who is now deceased. Here we have an old timer who has done his part towards promoting the interests of the Union Stock Yards of Chicago.

JOSEPH EDWARD OTIS.

Joseph E. Otis (deceased), son of Joseph and Nancy (Billings) Otis, was born in Berlin, Erie County, Ohio, April 30, 1830. His education, other than that obtained by his contact with people and his extensive travels in later life, was received in the common schools of his native town and in a three years' academic course in the Huron Institute, at Milan, Ohio. In 1851, just after reaching his majority, he was appointed Postmaster at Berlin, serving in this capacity until 1855, when he accepted a position as cashier of the Milan Bank at a salary of \$600 a year. A short time later he bought a half interest in the institution, and continued to be actively connected with it until 1862, when the business was brought to a close. Through the vicissitudes of the banking business a couple of vessels on the Great Lakes came into the possession of the firm in 1860, and in July of that year Mr. Otis came to Chicago to look after them. They were principally used in shipping grain from Chicago to Buffalo and Oswego, N. Y., bringing back coal from Erie, Pa., and from Cleveland, Ohio. At this time the prices for carrying wheat from Chicago to Buffalo were very high and the business profitable. The return trips, when coal was carried, were invariably successful, cargoes being bought at Erie and Cleveland and being sold in Chicago at a good profit. One of the partners in the business died in 1864, and in the settlement of the firm's affairs the vessels were sold.

Mr. Otis then began his investments in Chicago real estate, generally purchasing vacant central property and subsequently improving it. These investments were, without exception, fortunate, because of his foresight in the estimation of present and prospective values, and he stood among the most conservative real-estate owners of Chicago. His interests in Chi-

cago, however, were not entirely confined to real-estate matters. In 1868, in connection with Matthew Laffin, John V. Farwell, P. Willard, James Woodworth and others, he assisted in the organization of the Chicago Fire Insurance Company. The company was chartered under the laws of the State of Illinois, with a paid-in capital of \$100,000, and he was chosen President of the Board of Directors, holding this position for three years. Mr. Otis was elected a member of the Board of Aldermen from the Second Ward in the spring of 1870, and during his term of two years, served on the Finance Committee and the Committee on Streets and Alleys in the South Division. Although elected on the Republican ticket, he was not a partisan in the strict sense of that term, especially in municipal affairs.

In his late years Mr. Otis had been retired from active business, spending much of his time abroad. He was always an extensive traveler, visited most of the civilized countries of the Eastern Continent, the winter of 1888 having been spent in Egypt studying the country and its interesting antiquities, and in 1894 he made a trip around the world. He was particularly interested in Cuba, and made an extensive study of the industries of the island and the conditions under which they exist. He made two trips through that country, and in the spring of 1898 was at Key West, on his return from a trip through some of the adjacent West Indian islands, at the time the battleship Maine was destroyed.

Mr. Otis' wife was Miss Ellen Marie Taylor, a daughter of Judge S. F. and Judith (Kellogg) Taylor, of Milan, Ohio. Four children survive: Joseph E., Jr., Ralph C., Mrs. J. E. Jenkins and Mrs. H. W. Buckingham.

Mr. Otis died March 7, 1902, at the age of seventy-two years, after an illness of nearly a year, during which he was able to spend but little time at his place of business.

MISS ELLEN PAGE.

Miss Ellen Page, Arlington Heights, Ill., was born in Elk Grove, Cook County, Ill., May 11, 1841. Her parents, Frederick W. and Selenda (Noyes) Page, were both natives of New Hampshire—the former born March 13, 1813, and the latter, December 27, 1811. Both Mr. Page's grandfather and father (each named John) were natives of the Granite State. The father was elected United States Senator in 1836 to succeed Gov. Isaac Hill, resigned, and in 1839, was chosen to succeed Hill in the governorship, remaining in office until 1842. Frederick W. Page came to Cook County, Ill., in 1834, locating in Elk Grove Township, where he became proprietor of a farm of 1,000 acres. Two years after his arrival in Cook County, he returned to New Hampshire and was married to Miss Selenda Noyes, and returned to Illinois by wagon, the journey requiring six weeks. In December, 1883, he removed to Arlington Heights, where he died April 9, 1886. Mr. and Mrs. Page had eight children: John

C., born June 21, 1837, died April 12, 1898; Sarah E., born December 13, 1838, died June 20, 1895; Ellen, born May 11, 1841; Hannah L., born June 28, 1844; Hiram, born July 1, 1846; Fred W., Jr., born February 5, 1849, died October 14, 1872; Martha A., born April 27, 1851; George R., born June 20, 1853, died March 2, 1885.

POTTER PALMER.

It was a goodly heritage of courage, industry, integrity and ability that Potter Palmer owed to his forefathers who were of the best New England stock. They had played their part in the starting of the young colonies; in their fight for freedom and their firm establishment. To their children and their children's children, they transmitted full measure of that strength and enterprise which has placed this country where it is today—in the forefront of civilized peoples.

Potter Palmer, born in Albany County, N. Y., May 20, 1826, was descended from two distinguished colonial families whose combined names he bore, the Potters and the Palmers. The Palmer family was descended from Walter Palmer, a companion of John Endicott when he came to America. Walter Palmer settled at Wequetequock, Conn., near Stonington, where the Palmer family reunions are held to this day. Mr. Palmer's ancestors established themselves at an early day in New Bedford, and were among its most notable citizens. They felt the charm of the sea and were engaged in foreign commerce, but the loss of several members of the family in one year at sea, so shocked them that one branch decided to remove far from its influence, and early in the nineteenth century went to Albany County, New York, where they became prominent members of a prosperous community. Here (later) the son, Benjamin Palmer, owned four stock farms, and here he married Rebecca Potter of equally well known colonial ancestry.

Potter Palmer was the fourth son and grew up in the shadow of the Catskills, and their vast, lonely spaces left an indelible impression on his mind, which probably did much to strengthen his predilection for a very different life. The silence and monotony of the country was distasteful to him all through life. The city called him, and he seemed instinctively to feel that its busy streets offered him the opportunity for action that would give development to his powers. When he was seventeen years of age, having acquired a good education, he left home to learn to be a merchant, his father promising to give him capital with which to start in business when he had gained experience. His first start was as a clerk in a country store, postoffice and bank at Durham, New York. Here his extraordinary abilities were so swiftly demonstrated that he was, after two years, placed in charge of the establishment. In the light of later years the record of his early ability is most interesting and significant, for never was a man's success due more to his own native ability and less to outward

circumstances. Nothing came to him by chance. He reaped only where he sowed. Industry and thrift soon enabled him to start a dry-goods store at Oneida, which later he disposed of to open a larger one at Lockport. But he was dissatisfied with the stagnancy of small towns and sought larger opportunities for his efforts. He hesitated between New York City and the great and rapidly developing West, which offered a most attractive field.

In 1852 Mr. Palmer visited Chicago, which was then showing its great promise and drawing men of enterprise and ability from the older sections of the country. The Chicago of that day, which was reached by the Erie Canal, stage routes or limited sections of railroad, was a pretty town with broad streets, and homelike houses set in shady gardens, where lived and moved a society of unusually agreeable and cultivated people. While the blockhouse and fort, which shortly before had marked the most north-westerly point held by the Government against the Indians, were still central features, Chicago was already marked out as a great railroad center and held a commanding position on the great lakes. The fertile Northwest and Southwest were just being opened up, rich wheat fields showing their promise, and the future success of the city was beyond question. Nevertheless, St. Louis was still the undoubted commercial center of the West, while Chicago's experiences with inflated railway and realty values, the recent ravages of cholera, had disheartened those chiefly interested in the young city. This state of public sentiment should be especially noted, for nothing was more indicative of the peculiar caliber of Mr. Palmer's mind than that he could come to a community at a trying moment of discouragement, and, looking out and beyond, with that clear, unerring vision of his, see the real future of the city of his adoption. This self-reliance and faith in his own judgment was the keynote of his character.

While this young visitor was infected with belief in the future of Chicago, the latter was inhospitable enough to infect him with something less desirable, and its future merchant prince was prostrated by an attack of cholera, then raging, through which he was carefully nursed by friends.

Captivated by the young and prosperous city, he decided to locate in it. He returned to the East, sold his business in Lockport, purchased a stock of goods in New York, reinforced his own capital by the addition thereto given him by his father, and established the business through which the name of Potter Palmer became known all over the Northwest, and the business has ever since retained the leading position in which he placed it at the beginning. His establishment was on Lake Street, then the principal business street of the city. The new methods inaugurated by the brilliant young merchant were destined to completely revolutionize retail trade the world over. They included extensive advertising, an attractive

display of goods, and a hitherto unheard of liberality and courtesy towards the public, which altogether removed the then mistrustful attitude of the customer towards the merchant. Mr. Palmer, from the first, wished it understood that his name stood for fair and generous dealing, that he intended his customers should be satisfied and receive full value for their money, and what has now become the usage of all the world was evolved from this vigorous young brain. It is a noteworthy fact that he originated the idea, and was the first retail merchant in the world to make a practice of permitting a customer to return a purchase and receive in exchange other goods or the money itself at the customer's option, and was the first merchant to send goods out, subject to approval, to the homes of customers. He was the first to display particular lines of goods on a particular day and to establish the bargain sales. Though welcomed by the public, these methods were opposed by his business competitors, who were, however, all forced to follow his example and, ultimately, to acknowledge his wisdom.

Such was the success of the new stand taken that it spread universally. The head of the firm of Macy & Company, that large and successful New York house, acknowledged to Mr. Palmer later that he had sent a special agent to Chicago to study his new methods, and had approved and adopted them. Once introduced these methods became general in New York, as they had already become in Chicago, and thence they spread to the Bon Marche, in Paris, and became universal throughout the world of commerce. Through the new methods he introduced, his business prospered so remarkably that he distanced all competitors, and, at the end of ten years, was universally known as the proprietor of the largest leading mercantile business in the Northwest.

It is notable, also, that Mr. Palmer never had a business partner—that his success came entirely through his own efforts. During his entire career he was noted for his unflinching energy, which was directed by his wonderful perceptive faculty and his notable power of organization; and these qualities, added to his just and generous dealing with the public, brought him the success which he achieved in so many different directions. His remarkable success, however, was attained at the cost of his health, which temporarily failed, and by his physician's advice, when only forty-one years old, he decided to give up active business for rest and travel. While it meant much for this comparatively young man to hand over to others the results of his own efforts, yet he bravely faced the inevitable, and with swift decision made his arrangements. The age of stock companies not yet having come, he decided to sell out his business. He showed his keen knowledge of human character by selecting two young men comparatively little known at that time, Marshall Field and Levi Z. Leiter, whose subsequent success justified his judgment, and he aided them to acquire all he

turned over to them, by leaving with them for several years his name, part of his capital and his credit, until their own resources enabled them to control the business.

After two or three years of rest and travel, Mr. Palmer returned to Chicago with renewed strength. Debarred by ill-health from one field of activity, he could not remain quiescent, but speedily became pre-eminent in another less exacting but more important department, for he now decided to invest in real-estate the millions of which he was then possessed. These investments led in the end to his becoming the most forceful, formative influence, and the greatest leader in the up-building of the city. More than any other man, he molded and shaped the Chicago of today, because his sound judgment, aided by his clear-sighted prevision of what the city's future was destined to be, enabled him to assume leadership when doubt as to the future made others hesitate.

His principal achievement at this time was changing the entire channel of the retail business of the city from Lake Street, which ran east and west, to State Street, running north and south. Such an enterprise has never before been attempted and carried out in any large city by one man. Having convinced himself, after careful thought, that State Street, and not Lake Street, was the logical business thoroughfare of the city, Mr. Palmer undertook the great work. State Street was then a narrow, ugly route, ill-paved, ill-drained and bordered by unsightly, irregular structures, but he purchased about a mile of frontage on this street, and, in less than four years, after incredible difficulties with less liberal and enlightened property owners and the City Council, he had accomplished his object. State Street was widened twenty feet for its entire length. The unerring character of Mr. Palmer's judgment is illustrated by the development of this plan, and his first purchase of property on State Street is, today, the site of the palatial home of the greatest retail dry-goods business the world has ever known—the one which he himself originally established.

On the newly broadened, well-paved thoroughfare, he erected, one after the other, the finest commercial buildings Chicago had yet seen, much in advance of its needs of the moment, into which the Lake Street merchants moved as fast as they were completed; and for this wide, commercial highway Chicago gives credit to the foresight and energy of one citizen.

So interwoven were the fate and fortunes of the man and his adopted city, that, when the great fire of 1871 swept Chicago it seemed at first as if both had been ruined. But the story of the rise of both from the crushing blow is one of the romances of modern, industrial life. The long years of his successful integrity bore their fruit when the Connecticut Mutual Life Insurance Company made to Mr. Palmer the largest loan, \$1,700,000, that it had, until that time, made to an individual. With this he

started on the task, for the third time in his life, of building up a great estate. But this time he had an especial incentive; for in 1871 he had married Miss Bertha Honore, the eldest daughter of Mr. Henry H. Honore, a prominent capitalist and real-estate holder of Chicago. Of this union there were two sons, Honore and Potter, both of whom are living in Chicago and have attained prominence there.

His work as South Park Commissioner, in opening the South Park and Boulevards, will be a lasting monument to his taste and far-seeing wisdom. But, perhaps the chief achievement to be identified with this era of his life, is the opening up of the waste lands north of Chicago Avenue and east of Rush Street, and turning these sand dunes and swamps into the now beautiful Lake Shore Drive district, in the center of which he placed his own splendid home, facing the lake, looking toward Lincoln Park to the north and the city harbor to the south. Here he established himself and his family, now consisting of his wife and two sons, and spent those last full years of harvest and fruition which should crown a life of such high endeavor, where honor, justice and consideration for others went hand in hand with an extraordinary ability, energy and success. During his long years in Chicago there were few projects for the improvement of the city, for the advancement of her industrial, artistic, literary and social life, in which Mr. Palmer was not actively interested. He was an incorporator of the Chamber of Commerce, an early manager of the Chicago Library Association, one of the first subscribers to the Chicago's May festivals, one of the three creators of the Chicago Interstate Industrial Exposition, and Vice-President and a Director of the World's Columbian Exposition. In all these varied objects and interests his wife was his most sympathetic and able assistant.

Though he was always keenly interested in public questions, and took an active part in them when it was to the interests of his adopted city, Mr. Palmer did not care for the distinction which comes from public office. In 1870 he declined a position in President Grant's Cabinet, when the latter offered him the portfolio of the Secretary of the Interior. This is only one of the many times Mr. Palmer declined public recognition of his great abilities. No man ever worked more for the joy of working, and less for self-aggrandizement. In his own home Mr. Palmer was the most affable and cordial of hosts, he and his wife dispensing a generous and memorable hospitality, entertaining all the distinguished visitors to Chicago. Under their roof is gathered one of the finest collections of pictures, jades and objects of art in the country, a collection which has always been most liberally thrown open to the public. Here on May 4, 1902, the end came to an honorable and distinguished career. In the death of Potter Palmer Chicago lost her foremost citizen, one who always stood for the highest in civic and social life.

In order to a just appreciation of Mr. Palmer's mental equipment, it should be remembered that he achieved large success in fields of wholly dissimilar endeavor, and that his later essay began after he had closed a successful career as a merchant, when he was forty-three years old; and that, if he had previously highly developed his capacity for administration, he now had to arouse his constructive ability and study deeply the practical questions of urban development, and the scientific problems of building construction, that he might know what production to demand from his architects.

The originality, vigor, balance and profound grasp of Mr. Palmer's intellect command respect, and yet these were not all the man. Throughout his career in every relation there shone forth the light that comes from justness, generosity, truth, high sense of honor, proper respect for self and a sensitive thoughtfulness for others. In Mr. Palmer were united great mental capacity and much beauty of character. In all his life the luster of his good name was never tarnished by any suggestion of the employment of unworthy methods to reach any result.

FREDERICK D. PARKER,

Chief Engineer, Lake View Pumping Works, Chicago, was born in Brandon, Vt., November 25, 1854, and educated in the public schools. He came to Chicago in June, 1864, was locomotive engineer for the Michigan Central Railroad Company, and later for the Wabash Railroad Company until he was appointed Chief Engineer of the Lake View Pumping Works, May, 1886, being transferred to the Springfield Avenue Station May 22, 1901, which position he continues to fill with great credit to himself. He has always been ready to accept any improvement that might be brought out for the benefit of the increasing demand of the Water Service of Chicago. He was married to Miss Catherine Lynch, in Michigan City, Ind., October 9, 1880, and three children have blessed their union, two of whom are now living.

PERCY L. PARKES.

Percy L. Parkes, typewriter, Exchange Building, Union Stock Yards, was born in Chicago, February 18, 1876, and educated in the public and North Side high schools. After leaving school he entered the employ of Baker, Dawson & Co., at the Union Stock Yards, as typewriter, which position he still occupies. Mr. Parkes's mother, who is the widow of John C. Parkes, residing at No. 135 Seminary Avenue, is a daughter of Archibald Clybourne, who has the distinction of being the man who started the meat industry of Chicago, which has assumed such gigantic proportions, as shown by the chapter on the "Union Stock Yards" in another part of this volume.

FRANCIS LOUIS PASDELOUP.

The name Pasdeloup is one long well known in the political history of France, as well as in

the world of music. The great-grandfather of Mr. Francis L. Pasdeloup held an office of honor and distinction under Napoleon, and, upon the downfall of the Napoleonic dynasty, with others of his family, was forced to seek safety in self-imposed exile. They found an asylum in Belgium, in which country they remained until the revolution of 1830, when they removed to The Hague, but later returned to France. One of the first cousins of Mr. Pasdeloup's father was the famous, French musician, Jules Etienne Pasdeloup, frequently called "the master of symphonic harmony," who organized and directed the famous Pasdeloup concerts given in Paris not many years ago. Mr. Pasdeloup's paternal grandfather married Melle Catherine Chaegnea, whose birthplace was Scheverungen, Holland, while his maternal grandparents were named Schrivvers, both husband and his wife Christine, being natives of Holland. His father, whose name was Francis M. C., was born in Brussels, Belgium, and his mother, Christine Louise, in Holland. The elder Mr. Pasdeloup came to the United States in 1854, and engaged in the business of examining titles and preparing abstracts. He was a member of the firm of Williams and Pasdeloup, and died in 1872. He took a prominent part in Republican politics, and was a recognized leader in French, Dutch and Belgian society clubs. Francis L. Pasdeloup is a Chicagoan by birth, having first seen the light in this city on December 4, 1866. He is an ardent Republican and has taken a prominent part in both city and State politics.

For several years he has held the office of Chief Deputy County Clerk, which (1904) he still occupies.

He was married in Chicago on June 30, 1896, to Miss Donna A. Jensen. They have one child, a daughter, named for her mother, Donna Louise.

FRANK D. PATTERSON.

The late Mr. F. D. Patterson, with his brother, also now deceased, were for many years successfully engaged in the live-stock commission business at the Union Stock Yards, whose success they, in common with other dealers of enterprise and probity, did much to upbuild. Frank D. was born in Nunda, McHenry County, Ill., on April 4, 1844, and received a liberal education, being sent by his father to the University at Ann Arbor, Mich. At the outbreak of the rebellion he enlisted in Company F, Fifteenth Illinois Infantry, and through gallant service rose to the rank of Captain. He took part in many important engagements, among them being the hotly contested battle of Shiloh, and the sieges of Corinth, Vicksburg, and Natchez. For several years after the war his occupations, as well as his places of residence, were various. He was a miller and live-stock dealer at Barreville, Ill., and subsequently built a bridge across the Fox River at Burton. He was a great traveler, having made many trips

to Europe and visiting Asia and Africa, as well as various parts of his own beloved country and Mexico. In 1872 he came to Chicago to reside, and immediately engaged in the live-stock commission business in connection with his brother, A. C. Patterson, and S. Frank Hall, under the firm name of Hall, Patterson & Co., which was changed to Patterson Brothers & Company in 1880. On the death of Mr. A. C. Patterson, on May 30, 1895, the firm became Patterson, Starrett and Company.

Mr. Patterson was married to Maria L. Shaver, September 8, 1864, and was the father of four children: C. Earl; Mrs. J. M. Selleck, of California; and the Misses Mary L. and Minnie F. He was a member of the Grand Army of the Republic, and a high Mason, a Noble of the Mystic Shrine, and a Knight Templar of the Woodstock Commandery. He died September 18, 1899. In no relation of life was he found wanting; as a husband and father, loving and indulgent; as a friend faithful and sympathetic; as a man, upright and true.

JOHN PATTERSON.

For nearly forty-five years Mr. John Patterson has devoted his time and energy to trading in live stock. From a small beginning, in the 'fifties, his trade has enlarged until he is now recognized as one of the successful dealers at the Union Stock Yards. It is pleasant to recite the successes of men, who, like him, have hewed out their way to success, and are in the best and truest sense of that much abused term, self-made men. He was born near Waynesburg, Pa., November 4, 1833. He was a young man of twenty-two years when he first came to Illinois, in 1855, and found employment during his first winter feeding cattle at one dollar per day. For a year he was engaged in breaking the prairie soil with an ox-team, and then bought a ditching machine which he operated with more or less profit for another year. Having sold out this business he opened a general store, but at the end of twelve months disposed of that also, and in 1858 began the buying of live stock, which he shipped to Chicago and from there to Buffalo, Albany and New York. This business he carried on for sixteen years, residing from 1860 to 1874 at Monmouth. In the year last named he came to Chicago, and for the first three years of his life here placed his business in the hands of brokers, namely: Nichols & Adams, and Martin Brothers. In 1877 he established the firm of Patterson, Byers & Co. This co-partnership continued for ten years, when it was dissolved by mutual consent, and in 1890 Mr. Patterson admitted his son to partnership with him, the firm name becoming John Patterson & Son, which still (1904) is in existence carrying on a successful business at the Yards. Mr. Patterson has seen many changes, both in the extent of that field of industry which he chose for his life-work and in the business methods employed in its conduct. When he first began shipping cattle

to Chicago, commission firms were unknown and money was scarce. He purchased his stock on credit and paid for it upon his return home. On February 14, 1860, Mr. Patterson was married, at Monmouth, Ill., to Miss Evaline Homan. Of their six children three are yet living.

WILLIAM G. PATTISON,

Vice-President of the Bohart Live Stock Commission Company at the Union Stock Yards, Chicago, and one of the better known stock men of the day, is now in the prime of life, and well does he know how to push business to the utmost with profit to himself and satisfaction to those with whom he deals.

Mr. Pattison was born on a farm near Indiana, Vermillion County, Ill., March 11, 1844, and when he was a babe of two months was taken by his parents to Higginsport, Brown County, Ohio, where they remained for the ensuing twelve years. There Mr. Pattison very largely acquired his education, as he did not attend school much after the return of his parents to Vermillion county, Ill. Until 1863 he devoted himself to work on his father's farm. In 1863 he began buying and shipping live stock to H. H. Conover, at the Union Stock Yards, Chicago. Three years later his growing abilities as a stockman were recognized by his call to Chicago to take the position of hog salesman for Conover & Hall. With this firm he spent the ensuing fourteen years, and then entered into a partnership with Hiram Holmes under the name of Holmes & Pattison, an organization that continued in business for sixteen years. On its dissolution he joined the Bohart Live Stock Commission Company, and buying an interest in the firm, was elected its Vice-President, a position which (1904) he still occupies.

Mr. Pattison was married, in Osage, Kansas, September 14, 1871, to Miss Mary S. Bryant, and of this union have been born four children three of whom are living. Mr. Pattison is a genial and courteous gentleman, with an enviable reputation as a salesman of the strictest integrity and of business abilities of a high order.

JOSEPH C. PAZEN,

Late Second Assistant Fire Marshal, Chicago Fire Department, was born in Germany, February 14, 1844, came to Chicago in 1854, where he worked at the painting business from 1856 to 1857, and in 1859 was employed by George H. Brooke, a candy manufacturer. In 1862 he enlisted in Company E, Sixty-fifth Illinois Infantry, and was honorably discharged in 1865. He was then employed by P. L. Garrity, a candy manufacturer, until 1867, when, on September 16, he joined the Fire Department, being assigned on Engine No. 12, and later promoted to Lieutenant on the same Engine, where he remained until June 1, 1872, when he was promoted to Captain of Hook and Ladder Company No. 1. He received subsequent transfers as follows: to Engine 23, in 1874; transferred

to Hook & Ladder Company 8, and to Hook & Ladder Company 4 in 1878; was elected acting Chief of First Battalion, October 3, 1885, in place of D. B. Kenyon, who died from injuries received at the corner of Dearborn and Monroe Streets, October 25, 1884; was made Chief of the Fourth Battalion on the first day of September, 1885, and on April 30, 1891, promoted to Third Assistant Marshal, with headquarters at 4000 Dearborn Street. On July 1, 1901, he was promoted to Second Assistant Marshal. That Mr. Pazen has been a brave and efficient officer is fully proven by his rapid advancement, and he has ever been ready to answer the call for duty, acting promptly and courageously.

ALLEN S. PECK.

Allen S. Peck, Fire Insurance Adjuster, was born in Wallingford, Conn., April 9, 1830, and was educated in the public schools of that State. After leaving school he worked on a farm for a time and later learned a trade; then going to Milwaukee, Wis., in September, 1848, he worked at his trade there until 1852, when he went into the fire insurance business, in which he remained until 1865. He then came to Chicago, where he continued in the same line as a surveyor and solicitor. In 1868 he entered upon the business of adjusting fire losses under salary, and in 1874 introduced independent adjusting, in which he has continued ever since, being now associated with Mr. C. Magill & Company, 189 La Salle Street, Chicago.

FERDINAND W. PECK.

Ferdinand W. Peck, though younger by eleven years than the city of Chicago, belongs to the first generation of her native born citizens. He was a son of Mr. Philip F. W. Peck and Mary Kent (Wythe) Peck, early residents of Chicago, where he was born on the 15th of July, 1848, on the family homestead, which occupied the lot where the Grand Pacific hotel now stands. He applied himself to the means of education which the liberality and enlightened foresight of the enterprising citizens of Chicago had so abundantly provided and so munificently endowed. Passing through the grades of the public schools, he graduated from the High School, the Chicago University and the Union College of Law, and, thus liberally and professionally educated, he obtained admission to the bar, and for several years engaged in practice in Chicago. In the meantime his father, who was a pioneer and merchant in Chicago, had died, leaving an estate, consisting in great part of lands and buildings, the care of which, under the changed conditions which the great fire of 1871 produced, was sufficient to tax his powers and fully occupy his time. He therefore abandoned further pursuit of the law as a professional occupation, and gave himself to the care of his property interests, thus gaining opportunity to devote himself to the cultivation of such lines of effort as

his well trained mind and fine spiritual and intellectual qualities fitted him to pursue. While not an artist, he is a lover of art; his mind has a constructive quality, which, with sympathy with human needs and enthusiasm for the uplifting and ennobling the standard of life among the masses of the people, calls him to undertake enterprises of "pith and magnitude," for the education of the people, for inspiring them with higher ideals of life, and leading them from the indulgence of degrading passions, through the ministries of the "diviner arts," to higher planes of living and of enjoyment. This type of mind is not often found amid the rush and competition of life in our great cities. To its possession in well developed proportions by so many of the well-to-do young men of Chicago, whose names will readily occur to the observant student of her inner life, is due in great part the æsthetic character which Chicago has taken on, despite her unwonted devotion to the more sordid pursuits of her gigantic enterprises.

The estimate which is here made of Mr. Peck's character and inclinations will not appear extravagant or fulsome, when the positions which he has filled or now holds by the selection of his contemporaries are considered. Some of these are: the Presidency of the Chicago Athenæum, and of the Auditorium Association; the Vice-Presidency of the Illinois Humane Society; the Presidency of the Board of Education of the city of Chicago, and of the Union League Club; and, by no means least, the Vice-Presidency of the World's Columbian Exposition, with a seat in its board of reference and control, on its Executive Committee, its Committee of Legislation, its Special Committee on Ceremonies, and the chairmanship of its Finance Committee.

On the 22nd day of July, 1898, he was appointed by President McKinley, Commissioner General to the Paris Exposition of 1900. Entering upon his duties, he gathered about him a corps of able assistants who, under his personal supervision and able directions, brought together a representation of the industries and resources of the United States in manufactures, arts and sciences. Limitation of time and space brought many problems to be solved and difficulties to be overcome, but through perfect organization, combined with activity, intelligence and unfaltering application, the success achieved reflects great credit upon the Government of the United States and satisfaction to those instrumental in its achievement. Surely such honors and responsibilities are not heaped upon one deemed unworthy or unsuited to bear them.

It is probable that the success of the Opera Festival held in 1885, of which Mr. Peck was President, and which gave to the people of Chicago and to throngs of the best people of other cities the finest musical and dramatic entertainment that has ever been offered to an American audience, paved the way for, and

made possible, the crowning work of his life, thus far. This was the construction of the Chicago Auditorium, which had been the conception of his active brain and his waking dream for some years, but seemed beyond the reach of accomplishment. The Opera Festival showed to the far-seeing citizens the utility of such exhibitions of high art, and the need of a suitable place for their production with all the splendor of which they are capable, and accessible to numbers that might make the cost and labor involved in their presentation remunerative. In the spring of 1886 Mr. Peck laid before the Commercial Club of Chicago, at one of its monthly banquets, in a comprehensive address, the considerations that had led him to believe his project a feasible one. These stimulated those already interested in carrying out the enterprise. The Chicago Auditorium Association was formed, and Mr. Peck was unanimously chosen President, while the list of officers and directors represented the wealth, the enterprise and the taste of the city. A central site between Michigan and Wabash Avenues was secured. The stock was subscribed for, and distributed among, three hundred subscribers.

The first object sought was to provide an audience room of sufficient capacity to accommodate the largest convention that would ever be likely to assemble in Chicago, such as the National Nominating Conventions, and that would be serviceable for the uses of musical entertainments and dramatic representations of the greatest moment. It should be colossal in size, solid in structure, elegant in proportions, and chastely ornate in decoration. Its leading aims should be utility, public convenience and education in art. At the same time the interests of investors should be protected in the assurance of a moderate revenue, from rentals of the grand hall and subsidiary rooms, together with a mammoth hotel, capable of sheltering and caring for, in suitable style of comfort and luxury, the multitudes that would be attracted to the unrivaled hall.

The genius of the world has exhausted itself in devising and erecting architectural edifices. The Parthenon in the age of Pericles, glorious in all adornments of art wrought by the chisel of Phidias and the brush of Praxiteles, was a temple of heathen worship; the mighty walls of the Coliseum were raised to furnish an arena for gladiatorial brutality. Mediæval architects reared the clustered columns and vaulted arches of Gothic cathedrals to woo men to pious aspirations; the chaste lines and sculptured walls of the "Nouvelle Opera" were raised as a temple of music and dramatic art. Each had, or has, its beauties and special use; but it remained for the genius of Chicago to conceive, and its enterprise to provide by private munificence, a structure as perfect as any in substantial utility both as a gathering place of the multitude and a temple of all the arts—the perfection of architectural genius. It is

more capacious than the Albert Hall of South Kensington; more substantial than the New Opera of Paris; chaste, solid and sublime. Upon its completion the stockholders caused to be placed in the main foyer of the Auditorium a bronze bust of Mr. Peck, upon the granite pedestal of which they caused to be inscribed: "A tribute to the founder of this structure, from the stockholders of the Auditorium Association, in recognition of his services as their President, in behalf of the citizens of Chicago, 1889."

The executive qualities and high financial skill inherent in Mr. Peck have been tested in his conduct as chairman of the Finance Committee of the World's Columbian Exposition, which was charged with the intricate business relations of the great enterprise. It was a stupendous undertaking. The unstinted outlay necessitated by the preparation of Jackson Park as its site, the erection of its unrivaled buildings, the installment of its exhibits gathered from all quarters of the globe, the preparations for the accommodation of its more than twenty million visitors, raised doubts in many minds whether it might not prove a financial failure. Yet, with conditions favoring a liberal patronage, its finances, under the watchful eye and skillful management of its committee of finance, were so prudently and wisely administered, that every pecuniary obligation was met, its large indebtedness discharged, and an unlooked for surplus left to be distributed among stockholders. A trust involving the expenditure of over twenty million dollars was one calculated to test the mettle of the boldest of financiers.

Mr. Peck, with all his manifold labors and weighty responsibilities, finds time to indulge the amenities of life. He has been a wide traveler and is a devotee of music. His family consists of a charming wife and six children—four sons and two daughters. His city home is a handsome, new residence at No. 1826 Michigan Avenue, while he has a summer villa at Oconomowoc, Wis., where he enjoys the distinction of being Commodore of the Wisconsin Yacht Club.

Mr. Peck has not yet reached the zenith of adult life. He has already erected a monument which will elevate his name to enduring fame. What the future may have in store for him can only be conjectured from the already splendid triumphs of his refined and versatile genius.

ALBERT PEPIN,

Lieutenant of Chicago Fire Insurance Patrol No. 2, was born in Quebec, Canada, January 10, 1852; came to Chicago in 1860, and was educated in the Scammon School. After leaving school in 1866 he moved to Jefferson County, Ill., where he worked on a farm, remaining there until 1873, when he returned to Chicago and worked at box-making for Cook & Pitt. September 9, 1880, he joined the Chicago Fire Department on Engine No. 10; was transferred

to Engine No. 1, and from there to truck No. 3. Having resigned his place in the Fire Department, July 31, 1889, he entered the employ of C. T. Orr & Co. as salesman, but on December 6, 1891, joined the Fire Patrol, being assigned to Patrol No. 2; was promoted to Lieutenant November 1, 1897, and assigned to Patrol No. 6, later being transferred to Patrol No. 2, where (1904) he is still on duty. He has had no serious injuries but many narrow escapes. He was married in Chicago, July 2, 1890, to Miss Katharine Ford, and one daughter has blessed their union. Lieutenant Pepin is an all round man, always ready to respond to every call of duty, whether the danger is great or small.

JENCKES DAVID PERKINS.

Jenckes David Perkins, an old and noted railroad builder and train-master, was born in Oriskany, Oneida County, N. Y., February 17, 1823, and though advanced in years, bears himself with the vitality of middle age. His parents, David and Elmira (Stacy) Perkins, were among the pioneer settlers of Oneida County, and there their children were reared and educated. Jenckes D. Perkins acquired his education in the Oriskany village schools, and began what has since proved a very successful business career by driving piles for the old Erie Railroad, along the Susquehanna River in 1841. The following year he began an apprenticeship at bridge building and railroad carpentering and joining. For a time he was with Rogers Brothers, State Carpenters, but finished his trade with his father as millwright and joiner. In 1845 he was in the employ of the State of New York, and in 1846 began work for the old Syracuse & Utica Railroad, of which John Wilkinson was President. In 1851 the company gave him a vacation and sent him to Chicago. Here he was solicited by John Turner, the President of the Galena & Chicago Union Railroad Company, to enter the service of that road. Mr. Perkins did not feel at liberty to do this without first obtaining the consent of Mr. Wilkinson, as he felt under obligation to him for many favors. The agreement was made that if the Syracuse & Utica should call for him, he would return, as Mr. Wilkinson pronounced him the best man on the road. Mr. Perkins entered the service of the new railroad in 1851, and at once demonstrated his value in laying, at Fox River switch, the first T-rails ever put down west of the Lakes. These were laid at the junction of the old Fox River and the Galena & Chicago Union Railroads, two miles east of Elgin. Mr. Perkins prepared the patterns for forging the tools, as none were to be found in the country, and the rails themselves had to be imported from England, there being no rolling mills in the United States at that time. The proposition to substitute the T-rail for the strap rail then in use on the Galena Road, met with much opposition among the directors on account of its greater cost, the opposition being led by Walter Newberry,

then a large stockholder. At a meeting of the Directors held in the little frame depot building at the corner of Canal and Kinzie Streets, where the road began (the river not having been bridged at that time). President Turner urged the change, while the opposition of Mr Newberry and others vanished, as a not uncommon accident at the time happened to a train just coming in with freight from Elgin. Right in front of the depot a strap-rail sprang, and, forming a snake-head, penetrating the floor of the caboose passed up through the roof. The train men pried the lower end of the rail loose, and tied a red flag to the upper end as a signal of danger to the directors.

This practical illustration of the beauties of the strap-rail was sufficient, and the change was ordered. Mr. Perkins took charge of a gang of men and, as soon as the first cargo of rails arrived, began the reconstruction of the road at Elgin, and another great step forward was taken in the history of Chicago. For two years he had charge of the reconstruction of the road, and was then put in charge of the docks and tracks inside of Chicago. Later still he was made station master at the little frame station on the West Side; and, when the company built a pontoon bridge at Kinzie Street, he was put in charge of it. The depot was moved to about its present site and all the trains ran over the bridge. In 1854 he was transferred to the West Side Lumber District as Freight Agent and train-master for West Chicago. In 1864 he was made train-master at the Wells Street depot. His first vacation was had in 1861, when he had a respite of two weeks after a term of ten years of continuous and unremitting activity for the company.

Mr. Perkins has been in the employ of the same railroad system, through all its varying fortunes and transformations to the present time; and it is a source of just pride to him, and of commendation from the officials of the company, that, during all these years, until his honorable retirement with pay by President Hughitt, after the World's Fair, he has never omitted preparing, signing and submitting his monthly pay-roll for all the men under him. When the new depot at Wells Street was thrown open to the public, Mr. Perkins took charge of all the trains entering it, then being Superintendent of the Passenger Service from the depot. After the World's Fair he was retired from active service with a splendid record and full pay, but continues to give his department the benefit of his long experience.

Mr. Perkins is a life-long Mason, belonging to Cleveland Lodge, No. 211, A. F. & A. M. He was married, April 22, 1844, at Oriskany, N. Y., to Miss Phoebe Jane Wiggins, by whom he has had two children: William Francis, who is an engineer on the Chicago & Northwestern Railroad, having his home in Chicago, and a daughter, Martha Maria. Mr. Perkins has a host of friends who love him for his excellent qualities of heart and brain, and who hope that

he may be spared for years to come, as promised by his athletic frame and energetic manhood.

HOLLY R. PERRINE.

Holly R. Perrine is a live-stock commission merchant at the Union Stock Yards, Chicago, and has won his enviable position as the result of pluck, push and energy in boundless measure—qualities that go far to make up a worthy associate of the ambitious and successful business man of the present day. Mr. Perrine was born on a farm near Oregon, Ogle County, Ill., January 1, 1850, where he received his education in the district school, taught in his earlier years in a log house, so near was his birth-place in those days to the frontier. He remained on the farm until he became of age, and then struck out for himself. In the spring of 1874 he went to Nebraska, where he spent some two years. In the fall of 1876 Mr. Perrine came to Chicago and engaged in business at the Union Stock Yards, speculating in stock, cattle and feeders, a line which he has followed without a break to the present time. For two years he was the senior partner of the firm of Perrine & Bortell, and for about a year was associated with the N. Wagner under the firm name of H. R. Perrine & Company. During several summers he traveled through Nebraska and Iowa for Wagner Brothers, and for Abner Piatt & Company. Later still Samuel Ayers was a partner with him in the firm of H. R. Perrine, and to this firm was admitted Andrew J. Weaver at a still later date. Mr. Perrine went to Ogle County in 1896, to look after real-estate investments which required his close attention, and for the ensuing three years made his home there, still retaining his Chicago interests. In 1899, having closed out his real-estate interests in Ogle County, he resumed his residence in Chicago. Mr. Perrine was married to Miss Nellie M. Hogan in Lincoln, Neb., August 19, 1884. He has won and retained a host of friends by his pleasant and genial manner, his strict integrity and thorough mastery of his business.

MRS. ELIZA PETER.

Mrs. Eliza Peter (widow of John Peter) was born in Franklin County, N. Y., the daughter of Samuel and Mary Rich; came to Illinois in 1852, locating in Wheeling Township, Cook County, and the same year married John Lytle. Five years later the family removed to Arlington Heights, and built a house on Myrtle Avenue, where Mr. Lytle died in 1859, aged thirty-two. In 1863 she was married a second time to John Peter, who died in 1876. Mrs. Peter had one daughter by her first marriage, Emma Lytle, who was married in 1880 to Edward Ransom, a business man of Chicago. She is a member of the Presbyterian Church.

CHARLES O. PETERSON,

Lieutenant Hook & Ladder Company No. 21, Chicago Fire Department, was born in Stock-

holm, Sweden, February 9, 1861, came with his parents to America in 1869, and, after reaching Chicago, attended the Pearson and Franklin public schools. After leaving school he worked as bell-boy at the Palmer House, then engaged in the printing business with McDonald & Company for three years; later was employed successively as grocery clerk, as steamfitter with Baker & Smith, and as teamster for the American Express Company until October 25, 1886, when he joined the Fire Department, as pipe-man on Engine 14. In 1891 he was transferred to Truck No. 3; was acting Lieutenant on Engine 4 during the World's Fair in 1893; was transferred to Truck 3, November 15, 1893; promoted to Lieutenant, December 31, 1893, and assigned to Truck 1, remaining two years; then to Truck 21, January 10, 1896; to Engine 78, July 15, 1896; to Truck 21 December 31, 1896, and to Engine 56, April 10, 1900. In 1904 he is serving as Lieutenant of Hook and Ladder Company 21. Lieutenant Peterson has suffered numerous casualties; fell two stories to the basement at 32 Scott Street, in October, 1887; had his foot cut in two with an axe, and was laid up for six months at Armour's Elevator, Goose Island, in 1894; had his left arm broken at Southport and Lincoln Avenue about 1900 while responding to an alarm of fire; besides many others, but is still in the service ready for any call of duty. He was married to Miss Ida Steele in Chicago, December 25, 1890, and one son has blessed their union.

PETER S. PETERSON.

Peter S. Peterson, naturalist, public benefactor and man of affairs, was born June 15, 1830, in Nöbbelof, Sweden. At eleven years of age he began work on a nobleman's estate which adjoined the old homestead of his family. This employment gave him an opportunity to enter upon the study of horticulture, which he pursued enthusiastically, obtaining, even as a boy, a broad knowledge of the calling which he followed so successfully in later years. When he had finished his apprenticeship on this estate he accepted a place on another estate near Lund, where he continued his botanical studies. Later he spent three years at Hamburg and Erfurt, Germany, and at Ghent, Belgium—three cities widely known throughout the world for intelligence and progressiveness in the conduct of horticultural pursuits. When twenty-one years of age he came to America, locating first in Toronto, Canada. His intelligence and general knowledge soon made it apparent to him that greater opportunities for advancement were to be found in the United States, and he went to Rochester, N. Y., then as now one of the great centers of the nursery interests of the country. When he reached Rochester he had but \$1.25 in his pocket, and his first employment there was remunerative only to the extent of eight dollars per month. Within three years he had learned the English language, had mastered details of the business with which he was

connected, and was earning a salary of \$100 a month—in those days a much more munificent compensation than it would be considered now-a-days. Tempted by the wonderful gold discoveries of the Pacific coast, he went to California in 1854 sailing from New York and reaching San Francisco by way of the Isthmus of Panama. He did not find California to his liking, and before the end of the year, came east to Chicago.

For a year or two thereafter he was employed in the business to which he had been trained; but, in 1856, established the Rose Hill Nursery and thus laid the foundation of his fortune. He first rented a small tract of land, but the next year purchased ten acres of woodland, to which additions have been made from time to time until the nursery now covers nearly five hundred acres. In the early years of his business experience here he had to resort to many expedients to carry out his plans, support his family, and meet other demands upon him. While waiting for the seed which he had planted to grow, he would go to the forests and get native trees for planting, and, in the intervals, when not thus employed he chopped wood, made hay, worked for his neighbors and labored in every way with tireless energy to meet necessary expenses, while his nursery was developing into a paying property. The wonderful energy and great force of character which he displayed throughout these years is witnessed by the fact that he not only largely educated the people of Chicago up to the planting of trees in private grounds, but brought about the planting of trees in parks and boulevards, seven-eighths of which were either grown in his nursery or removed from their native forest homes. To him belongs the distinction of being the first man in America to institute and prosecute the business of transplanting large trees, thus giving to parks and private grounds, in a comparatively short space of time, the beauty which comes to them only after many years when trees have to be grown from small beginnings. More beautiful and more grateful to the eye than polished shaft or mausoleum, these noble trees and shrubs, in living green, stand as a monument to testify that his strenuous life was not lived in vain. His love for flowers, trees and plants has made his life work a congenial one. It was this passion that gave him his unbounded admiration for the great Swedish naturalist Linnaeus, the originator of systematic botanical classification. This admiration for the distinguished Swede caused Mr. Peterson to become the originator and prime mover in the movement which resulted in the erection of the monument to Linnaeus which now stands in Lincoln Park, and he was the chief contributor to the fund with which this monument was erected. He also presented a bas-relief statue of Linnaeus, of heroic size, to the Art Institute of Chicago.

As his wealth increased his heart turned with increasing love and generous purpose towards his native land. During the World's Columbian

Exposition he conceived the idea of establishing a permanent Industrial Museum of all the world's tools, and as a result there stands now in Stockholm, Sweden, a permanent exhibit of "Arts and Crafts." He sent hundreds of copies of the little book, "Black Beauty," to be given to Swedish children, and also established and founded in his native land an asylum for imbeciles, providing that the inmates might have a fresh-air summer home in the country. Each year he also sent more than one thousand crowns to be distributed to the poor of the parish in which he was brought up. His accomplishments and his generosity caused King Oscar of Sweden in the year 1893 to make him a knight of the Vasa Order,—an honor conferred only on civilians who bring honor and distinction to their native land.

When Mr. Peterson arrived in the United States the slavery question was the burning issue in American politics. True to his noble instincts and his belief in freedom for all mankind, he allied himself with the opponents of slavery, and in the campaign of 1860 was standard-bearer for the "Chicago Wide Awakes," an organization which rendered memorable services in the campaign for the election of Abraham Lincoln. He always remembered with pride a visit which the club made to the home of Mr. Lincoln at Springfield, and the droll manner in which the great emancipator asked if "all Swedes were as tall as he." As he stood six feet three, it is not strange that he should have attracted attention as the standard bearer of this historic organization.

In 1897 Mr. Peterson was one of the Trustees of the town of Jefferson, his associates being William P. Gray and Clark Roberts. He was President of the Lincoln Avenue and Niles Center toll road, which now belongs to the city of Chicago, and the excellent public roads and bridges in the neighborhood of his home, are largely due to his energy and private contributions. Mr. Peterson was married in 1865, to Miss Mary A. Gage, of Boston, Mass. Though confirmed in the Lutheran Church and a communicant of that church up to the time of his death, he was a trustee of the Bowmanville Congregational Church from the day of its organization, and did much to aid in building it up. His death occurred January 19, 1903. His widow survives and his son, William A. Peterson, is his successor in the conduct of the business which he established.

PHILIP PETRIE,

Assistant Engineer, Pumping Station, Central Park Avenue, West Chicago, was born in Chicago, November 16, 1862, the son of Charles S. Petrie, also a native of Chicago, born in 1840. The latter held the office of Secretary of the City Fire Department at the time of his death, which occurred in December, 1900. Philip Petrie was reared and educated in his native city, where he learned the trade of a machinist. He steadily worked his way up, studying the

various branches of his calling and perfecting himself in all the details of his work until he attained the proficiency which secured for him the position he now occupies. His record in this position has been eminently satisfactory, as is attested by his length of service, he having been in the employ of the city since June 7, 1892. His ability and thorough knowledge of his profession in all its details, combined with his honorable business methods, have been the chief elements of his success; and as he is still a young man, there are yet higher possibilities for him in the future. Mr. Petrie has become well known to a large circle of friends, by all of whom he is held in high esteem. He is a valued member of the Masonic fraternity, and is deeply interested in the welfare of the order, doing all in his power to promote its interests, and carrying out in his life the excellent principles which it inculcates. He took the degree of Master Mason in 1895, in D. C. Cregier Lodge, No. 643, was exalted to Royal Arch Mason in Corinthian Chapter, No. 69, in 1896, and created a Knight Templar in St. Bernard Commandery, No. 35, in the same year. He was married to Miss Sarah E. Large, in Chicago, on December 7, 1887, and they have one daughter, named Gertrude Marion.

GEORGE ALBERT PHILBRICK.

For more than a quarter of a century Mr. George A. Philbrick has been prominently identified with the social, commercial and public interests of the town of Cicero. The family to which he belongs is of English origin, the name being generally spelled Philbrique in Great Britain, from the Norman ancestor, De Philbrique, who fought at Hastings, with William the Conqueror in 1066. In both England and the United States the Philbricks have belonged to the intelligent, conservative, middle class which, among Anglo-Saxons, stands as a bulwark between kingly or class encroachment, on the one hand, and fanatical intolerance on the other. The founder of the American branch of the family was Thomas Philbrick, a shipmaster, who emigrated from the mother country to the colonies about 1630, coming from Lincolnshire and settling in Watertown, Massachusetts. Some twenty years later he removed to Hampton, New Hampshire, whither two of his sons had already preceded him. There he resided until his death in 1667, his wife Elizabeth having passed away in 1663. Between Thomas and George A. Philbrick have intervened six generations. James Philbrick, the eldest son of Thomas, married Ann, a daughter of Thomas Roberts. Their son, also named James, and a captain in the militia, and his wife, Hannah Perkins, were the great-great-grandparents of George A. Philbrick. Following down the line of descent, the next in order was Deacon Joseph, who was the husband of Elizabeth Perkins. In the next generation are James and Tabitha (Dow) Philbrick, from whom was born David, who married Jane Marston. David's son,

Simon, and his wife, whose name before marriage was Lovica Young, were the parents of the distinguished gentleman whose name appears at the head of this brief biographical sketch.

Simon Philbrick was born in Ossipee, N. H., in 1801. There he learned his trade—that of a carpenter—and there he married and passed his early manhood. From Ossipee he removed to Corinna, Maine, where he bought land and passed the remainder of his life as a farmer. He was a man of strong conviction, earnest faith and devoted piety. His integrity was proverbial and his life without blame. His religious faith was that of the Free-Will Baptist denomination, and, according to his means, he contributed liberally to the cause of religion. His house was a sort of hostelry for clergymen, who were always warmly welcomed and hospitably entertained. His neighbors, one and all, respected and loved him, esteeming him for his high moral worth, and being attracted to him by his amiable traits of mind and character. He lived to be seventy-five years old, entering into his reward on June 19, 1876. His widow, Lovica, who was of Scotch descent, survived him until 1888, when she, too, fell asleep at the ripe old age of eighty-two years. Three children were born to Mr. and Mrs. Simon Philbrick: Jacob, George A. and John W. Jacob was a farmer, and lived at Corinna, Maine. He died in June, 1898. John W. died there while yet comparatively young, from small-pox, contracted from a woman for whom, with characteristic unselfishness, he had performed a service upon a railway train.

George A. Philbrick was born at Corinna, Maine, January 28, 1832, and received his early scholastic education at the district schools and at the academies of Corinna and Fox Croft. He had scarcely reached the age of twenty, when he began the profession of a teacher, in which he was destined in after years to achieve such distinguished success. For two years he taught in schools in his native State, and for the same length of time in Delaware and Maryland. In 1857 he came West, and for seven years taught in Illinois—one year in Adams County, and six as principal at Hamilton, in Hancock County. In 1864 he accepted the position of bookkeeper for Gafford & Company, then a well known firm of Iowa pork-packers, and in 1865 came to Chicago. During 1868-69 he taught school in that portion of Cicero which is now included within the Chicago city limits, during a portion of the time filling the office of Town Clerk. From that time until the present he has been one of Cicero's most influential citizens. His service as Town Clerk extended over a period of four and a half years; and from April, 1874, until April, 1904, he was Treasurer of the School Board. During his incumbency in the last named office, Mr. Philbrick has seen great changes in the town which he has so long and so faithfully served. Cicero, even in its present circumscribed area, is noted

for the intelligence, wealth and public spirit of its citizens, who are determined that their schools shall be second to none in the State. For the fiscal year ending April 1, 1902, the expenditure on this account was \$301,319.60, and for the twelve months expiring April 1, 1902, the receipts were \$352,363.94. Mr. Philbrick is, and has been School Treasurer for thirty years past for the Town of Cicero, and, in April, 1904, was again appointed for another term of two years, which, when completed, will make a continuous term of thirty-two years. As Treasurer he has received and paid out over \$6,000,000.

Investiture with office of public responsibility and trust is, however, but one of many ways in which his fellow-citizens have attested their faith in his keen intelligence, his sound business sense and his unquestionable integrity. Upon the organization of the Cicero Building and Loan Association, in 1886, Mr. Philbrick was elected a director. For four years he was the Company's Treasurer, and was its Secretary from 1891 until 1901, when he resigned. He is a man of rare mental endowment, his perspicacity and memory being particularly remarkable. At the time of the great Chicago holocaust of 1871, he was invested with many financial responsibilities of weighty and intricate character, and during the months which followed that great disaster, these qualities were exemplified in a notable degree. At that time he was Town Clerk and ex-officio Secretary of the Board of Trustees of Cicero, Secretary of the Chicago Asphalt Company, Secretary and Treasurer of the Chicago and Joliet Gravel Company, Secretary of the Town, Treasurer and Supervisor, and Secretary of the Union Park Lodge, A. F. & A. M. of Chicago. In all these various capacities he was the principal keeper of accounts, and in the fateful blaze of October in that memorable year, more than \$1,500,000 evidences of indebtedness, in the form of books of original entry and negotiable or assignable documents, which had been under his care, were destroyed. Yet so accurate was his recollection that he was able to name both debtors and the amounts of their obligations, and, while there were necessarily many uncollectable accounts, in no case was the accuracy of his statement of the same, from memory, seriously or successfully disputed. This may be fairly called a triumph of "mind over matter," and its parallel can scarcely be met in the commercial annals of any city in the world.

On October 25, 1855, he married Mary Hinds Stevens, of Dover, Maine, whose parents were Nathaniel M. Stevens and Betsy Hinds. One daughter, Mary A., has been born of the union, who is the wife of Oliver W. Marble, an architect of Sandusky, Ohio. Mr. and Mrs. Philbrick are firm believers in Christian Science, the former being an ardent and constant student of the tenets and teachings of that creed. Mrs. Philbrick is also an earnest worker in the cause of temperance, and enjoys the distinction

of having been one of three ladies who prevented the introduction of the saloon into Austin. Mr. Philbrick is a Royal Arch Mason and a Knight Templar. He was first initiated into Masonic Fraternity in Penobscot Lodge, at Dexter, Maine, in 1855. For ten years he was connected with Union Park Lodge of Chicago, and is at present a member of Cicero Chapter, No. 180, R. A. M., and of Siloam Commandery. He was Treasurer of Cicero Chapter from 1878 to 1903.

THOMAS G. PIHLFELDT,

Assistant City Bridge Engineer, was born in Vadsoe, Norway, October 11, 1858, attended a private school in Norway and at the age of seventeen, attended the Polytechnic High School at Hanover, Germany, for two years, when he entered the Royal Polytechnic Institute, at Dresden, Germany, graduating there in 1879. He came to America and arrived in Chicago August 25, 1879. For the first two years he worked at different jobs in machine shops, etc.; in 1881 was employed as draughtsman for several Chicago firms, including the F. C. Austin Manufacturing Company; entered the map department in the City Hall in 1889, remaining until 1892; and from May, 1892, to June, 1893, he was in the employ of A. Gottlieb & Co. He then returned to the map department, remaining there until February, 1894, when he was transferred to the bridge department as draughtsman, until 1897, then being placed in charge of the office as principal assistant to the City Bridge Engineer, where he still remains. He passed the civil service examination, as structural iron designer, in April, 1899. Mr. Pihfeldt, among many other works, designed the entire roof structure of the Sixty-eighth Street Pumping Station, and Central Park Avenue and Springfield Pumping Stations; the Carter H. Harrison Crib (the finest on the lakes); the Northwestern Elevated Viaduct at Wells Street; Fullerton Avenue and Diversey Avenue bridges; Thirty-ninth and Halsted Street Viaduct; the roof of one of the finest engine-houses in the West, located at Washington Street and Michigan Avenue; also the roof of the Municipal Electric plant at Harrison and Halsted Streets. He was married to Miss Erica Lehman, in Chicago, September 12, 1885, and two children have been born of this union.

GEORGE PITON,

Captain of Fire Insurance Patrol, No. 3, was born in Brooklyn, N. Y., February 14, 1860; came to Chicago in 1864, where he attended the Christian Brothers' School, and after leaving school drove teams and carriages for thirteen years. January 3, 1885, he joined the Fire Insurance Patrol, No. 1, remaining there until March 21, following, when he was transferred to Patrol No. 2 as driver. May 11, 1889, he was again transferred to Patrol No. 1, as driver, and has the record of being the first patrol driver to be promoted to Lieutenant, as he was Aug-

ust 17, 1894, being then assigned to Patrol No. 3. He was promoted to Captain January 1, 1897.

The closest call Captain Piton has had was at 107 Madison Street, the Salisbury & Cline and Knight & Leonard fire, when he was the first man out of the building, the remainder of the patrol boys being caught while spreading tarpaulin over the boxes. A. Papineau was killed within six feet of Captain Piton. Captain Piton has the reputation of having served as driver the longest time of any patrolman in the service. He is a great lover of dogs and horses, is an athlete, and Patrol No. 3 has the only gymnasium of any Patrol or Fire Company in Chicago. Their time from the bed to street is 4 1-2 seconds, and they have made the fastest time running to a fire on record. Captain Piton was married in Chicago, May 18, 1886, to Miss Edna Baloff, and they have one daughter.

CHARLES PLEWA.

Charles Plewa, East Side, South Chicago, is the Superintendent of the Columbia Malting Company and Elevator, which was put in operation in 1898 with a capacity of a million bushels. The elevator is equipped with the most modern outfit for handling, making and storing malt. In 1900 the company began the construction of an addition to the building, which has doubled its capacity. About twenty-eight men are employed here in the manufacture of malt, which finds a market in the East and in the South. Charles Plewa is a native of Germany, and came to this country in 1887. Before leaving his native land he had learned the brewer trade, and was in the employ of the Independent Company until 1899. Mr. Plewa was married in 1889 to Miss Emma Emanuel, a native of Germany, and they are the parents of one daughter, Clara, who was born December 16, 1891.

JOHN F. PLUMMER.

John F. Plummer, a prominent and representative stockman of the Union Stock Yards, Chicago, has attained his present enviable standing by the closest attention to every detail of his business, whether it related to his employer's interest and profit or concerned the comfort and satisfaction of his patrons. Courteous to all, genial and open in his manner and exact and systematic in all his business transactions, he is well known and highly respected for his many good qualities and manly character.

Mr. Plummer was born July 20, 1855, on a farm about two miles from Leesburg, Ind., where he was reared and educated, finishing his schooling in the Normal School at Valparaiso, Ind. His paternal grandparents, John and Elizabeth (Harvey) Plummer, as well as his mother's parents, Fielding and Elizabeth (Miller) Luttrell, were all born in South Carolina. Eli Plummer, his father, was a native of Union County, Ind., and his mother, Mary Luttrell, of Fairfield County, Ohio. The Plum-

mer family still owns and occupies the farm in Kosciusko County, Ind., where John F. was born, and which was secured on a Government deed in 1836.

John F. Plummer was early recognized as a man of character and probity, as well as intelligence and reliability, and when he left school and came home to take his part in the work of his community, was made Justice of the Peace at Leesburg, a position he held for fourteen years. At the same time he was engaged in farming, and early drifted into the cattle business, buying and shipping stock to Chicago. It was a business for which he had a natural fitness, and which gradually became his sole employment. In 1894 he removed to Chicago, to form a connection with the firm of Root, Norton & Company, going on the road for them some three years, and in 1897 becoming their salesman at the Stock Yards. The following year he became Secretary and Treasurer of the Lowry Commission Company, which gave place, August 1, 1899, to the corporation of the Archey, Son & Plummer Company, with Mr. Plummer in the same position. Mr. Plummer is now (1904) senior member of the firm of J. F. Plummer & Co.

Mr. Plummer was united in marriage, April 24, 1877, to Miss Amanda Long, and of this union there have been four children, two of whom are now living, viz.: Radol L. and Othelia.

SAMUEL POOLE,

Engineer of Engine No. 27, Chicago Fire Department, was born in Hamilton, Canada, on December 29, 1858. His father, Samuel Poole, was a native of Birmingham, England, and his mother, Mary (English) Poole, was born in Ireland.

Engineer Poole is a self-educated man. He came to Chicago in 1864, and worked for Walworth, Twohig & Furse, the Crane Manufacturing Company, and Haxton Steamfitting Company, as steam-fitter, and thirteen years for Isaac I. Eaton & Company on steamboat work. He then carried on a shop of his own for steam-fitting; later worked for the Board of Education and also for Kerns and Crane, refitting City Hall. He joined the Fire Department October 26, 1886, and worked on Fire-Boat "Geyser," steam-fitting; later fitted up Hook & Ladder house No. 3, and was then transferred to Engine 40, as assistant Engineer; went out of business in July 14, 1888, but returned July 12, 1890, when he fitted up Engines 3 and 28; also Trucks 8 and 11, Engine 5, Trucks 2, 18 Engine 51; on December 7, 1894, was sent to Engine 14 as acting Engineer; in 1897 was transferred to Engine 4 as Engineer and then went wherever ordered, repairing heaters; is now Engineer on No. 27 by promotion. Another brave fireman who is always ready to respond to the call of the fire alarm.

ROGERS PORTER.

Rogers Porter (deceased) was born in Frome,

Somersetshire, England, November 26, 1844, and died in Chicago July 29, 1902. The years which lie between these two dates furnish the life history of one of earth's noblemen, and, were the events of his life chronicled, the resulting story would prove of marvelous interest and charm to the general reader. Twenty-eight years of Mr. Porter's existence were spent on foreign soil. He enjoyed the privilege of traveling extensively during this period, visiting the Orient and traveling overland across the continent of South America, while all parts of Europe were alike familiar to him. It was not until the year 1872 that Mr. Porter reached America, but he at once found employment in the office of the Western Department of the Phoenix Insurance Company of Hartford, at Cincinnati, where he remained twelve months. Chicago's fame as a busy, bustling city reached his ears and he journeyed thither in search of fortune. When he arrived at the Western metropolis, he secured a position in the local agency of the same Insurance Company under the management of James Ayers. His zeal and interest in the work at once caused the concern to realize the sterling worth of Mr. Porter, and larger fields of usefulness were soon opened to him. On August 26, 1880, Mr. Porter was united in marriage with Miss Millie C. Long of Lewistown, Pa., and this union was regarded by all his friends as a most fortunate event in his life. To Mr. Porter and his wife one son was born, Arthur Rogers Porter.

Having gained much practical experience as a fire underwriter, it was expected that Mr. Porter would soon be found in the front rank among insurance men, and his friends were not at all surprised when, in 1888, he was offered a position with the Western Department of the German-American Company, being soon promoted to the office of Assistant Manager, which he occupied until the time of his death. Having secured recognition from the business world, Mr. Porter could afford to enter the social arena, and he became a member of the Union League, and the Athletic and Midlothian Clubs, where, as in business life, his value as a public-spirited citizen was not slow in becoming recognized. Mr. Porter possessed broad and liberal views along many lines, so that it was for him an easy task to win the respect and confidence of all those with whom he came in contact. In manner and deportment he was quiet and somewhat reserved, though possessed of a courtesy never failing and a temperament always genial. Though hampered to a certain extent by a rather frail physique, he seldom complained, but labored ever with a zeal unceasing in its intensity. No duty, no trial, seemed too great to overcome, while his loyalty to all obligations, and his candor and uprightness, added to his richly endowed mentality, made him welcome everywhere. Along insurance lines his worth and value were fully recognized. That Mr. Porter contributed much toward the success of his individual company,



Rogers Porter

all acknowledge with pride, and his professional brethren will long hold his memory sacred. With regard to his political tendencies, Mr. Porter affiliated with the Republican party, but he was by no means what is termed a politician.

He was a member of the Episcopal denomination, and, when he died, it was said of him that he "had lived a pure and useful life, and had possessed a conscience void of offense toward God and his fellow-men"—a verdict the world is slow to bestow.

On July 29th, 1902, at two o'clock in the morning, came the summons which no one can ever disregard, and Mr. Porter's spirit left the mortal frame slumbering within the chamber of his late residence, No. 3417 South Park Avenue, while the soul returned to God who gave it. And thus passed away a truly good man—a man whose capacity for friendship had been large, and who thus had left many persons to regret his departure. The wife of his youth still survives Mr. Porter. The son, Arthur, is finishing his education at Cornell University, and for the time-being the home is somewhat broken up. But it is characteristic of humanity to dream of reunion, of eternal peace and rest where home ties ne'er can be broken again, and that intuitive desire causes one to think of meeting in the "Great Beyond," where home life can never be disturbed, for no death can enter Heaven.

M. W. POWELL.

M. W. Powell, manufacturer and contractor, Chicago, veteran fireman and late Colonel Sixth Regiment Illinois National Guard, was born at Ebensburg, Pa., September 13, 1831, the son of David and Mary (Morgan) Powell, his father being a stock farmer and of Welsh ancestry, while his mother was of English descent.

Mr. Powell lived on the farm until about twenty years of age, in the meantime attending the public school in his native State. In 1850 he came to the city of Chicago, and here, for a time, availed himself of the advantages of a night school. The following winter after his arrival in Chicago, he went to Arkansas and engaged in rafting lumber on the Red River. This course he followed for several years, going South each winter and returning to Chicago in the spring, where he spent the summer months. Here he became associated with B. F. Barrett in learning the roofing business, with whom he remained during the summer for four years, receiving an increase of salary each succeeding year. He then spent some time as mate on board a steamer plying between St. Louis and New Orleans, but returning to Chicago in the spring of 1856 entered into partnership with a Mr. Mansfield in the roofing business. A year later he succeeded in consolidating the firm of Powell & Mansfield with that of his former employer, Mr. Barrett, under the firm name of Barrett, Powell & Company, which continued in the roofing business for ten or twelve years. At the end of this period Mr. Powell organized

the M. W. Powell Roofing Company, of which he has been President and Business Manager ever since. He is also associated with two other companies, including the Powell-West Paving Company and the Peacock Coal Company, being President of both. The first named company is engaged in cement and asphalt side-walk and street-paving, and the latter in the coal and oil business, operating mines and wells in Ohio. For some fifty-six years Colonel Powell has been engaged in the manufacture of roofing material. He is a strong believer in asphalt as the only suitable paving material for the city of Chicago. Colonel Powell was prominently identified with the Chicago Fire Department at an early day, for fifteen years being connected successively with the Volunteer and the Paid Department, and for all but six months of this time being an officer in the service. He organized the La Fayette Fire Company, No. 4, of which he was foreman for seven and a half years and engineer for seven years. At the present time he is one of the two surviving Engineers of the old Volunteer Department, and one of the four Captains still living. Among his most valued mementoes of this period are a silver cup and trumpet and a gold badge given him by the companies in which he held office.

During the Spanish-American War Colonel Powell organized a provisional regiment for that conflict, but it was not called into actual service. He is a member of the Builders' Club and the Chicago Builders' Exchange; is a Thirty-second Degree Mason, and, for over forty years, a member of the Occidental Consistory. Other organizations of the fraternity with which he is associated include Cleveland Lodge, No. 211; Washington Chapter, No. 28, and as a charter member of the Chicago Comandery, No. 19, K. T.

Colonel Powell was married November 3, 1855, in the city of Chicago, to Elizabeth Pritchard, formerly of the city of Milwaukee, and they have had four children: Charles, who died in infancy; George H., who died in 1902; Emma and Lillian.

As a business man, Colonel Powell has had an active and strenuous career, and by stalwart energy and intelligent, well-directed enterprise has achieved success while maintaining a clean business record. During his long connection with the roofing business he has taken out a number of patents which have proved of great value.

SAMUEL E. POWERS.

Captain Samuel E. Powers, City Time-keeper, Chicago, with the official position of city yardman, was born in Chicago, July 31, 1838, and educated in his native place. His father, William R. Powers, was born in Meadville, Pa., and his mother, Melissa (Perry) Powers, in Malone, N. Y. His grandparents, Samuel and Katie (Swales) Powers, and his great-grandparents, Alexander and Katie (McDonald) Powers, were all natives of Ireland. Ebenezer and Sarah (Campbell) Perry, his maternal grandparents, were born in St. Lawrence County,

N. Y., and his great-grandparents, Ebenezer and Sarah (Loughson) Perry, were natives of Scotland. Captain Powers' parents came to America in 1834 and 1835, the mother coming at the earlier date and locating at St. Charles, Kane County, Ill., where they were married in June, 1837. They became the parents of a family of five children, of whom Samuel E. was the first born; Julia married Col. Charles O. Goodrich, of St. Charles, who was an officer of the Eleventh Illinois Cavalry during the Civil War. They now reside near Pine River Agency, Neb., and at the time of an uprising of the Indians, she made a famous ride by night to Ainsworth, a distance of sixty-five miles, and the nearest point where troops could be called for, to arouse the country to the danger of the outbreak. The Colonel, with about 150 ranchmen, held the Indians at bay until the arrival of troops. In this ride Mrs. Goodrich carried an infant in her arms and a boy of seven years strapped to her horse. She is still living, and for this heroic act, the State Legislature in 1900 voted to present her a substantial gift in recognition of her services at a cost of \$160. The daughter Hattie married George Lewis, a mechanic in Philadelphia. William Rankin still resides unmarried at the old home. One child died from influenza. The father died in 1886 at the age of seventy-eight years, and the mother in 1891 in her eighty-seventh year. The elder Powers was a contractor, and built the first bridge across Fox River, at St. Charles, and the first dam at Geneva. He constructed the first thirty miles of the old Galena & Chicago Union Railroad, now a part of the Northwestern, and for many years followed the contracting business.

Captain Samuel E. Powers received a limited education, and early engaged in business for himself, his first engagement being with the Butler & Hunt Paper Company, of Chicago, in 1848, with whom he remained until the outbreak of the rebellion, when, on July 15, 1862, he enlisted in the Seventy-fourth Illinois Infantry, being enrolled as a member of Company B. He participated in the battles of Perryville, Crabb Orchard, McMinnville, Nashville, Stone River, and Murfreesborough, at the latter losing an eye. Here he was promoted to a lieutenantancy, and at the battle of Franklin won his captaincy September 1, 1864, he resigned from the service on account of disability. In 1870 he entered into the fancy wood and veneer trade, which proved disastrous.

Captain Powers was married, December 19, 1863, to Emma I. Lynd, of St. Charles, Ill., and to them have been born two children: Frankie, born April 25, 1865, and Hattie, born February 13, 1868. The latter married A. B. Fagan, and has a family of three children: Julia, Ellen and Samuel Arthur.

JOHN J. PRENDERGAST,

Captain on Engine No. 54, Chicago Fire Department, was born in Youghal, County Cork, Ireland, June 29, 1857, and educated in Mount

Mellory Seminary, County Waterford. After leaving school in 1871, he went to sea with his father, and served from apprenticeship as a seaman to master on the ocean and lakes. He came to America in 1876, but returned to his native place in Ireland, in 1878, and married Miss Margaret Corcoran. He came to America in April, 1884, and followed the lakes on the schooner John M. Hutchinson, and later on the schooner George M. Case, which was shipwrecked on Lake Erie, October 14, 1886. Mr. Prendergast and another man were all that were saved of a crew of eight, after spending six and a half hours in the water. He came to Chicago and joined the Fire Department June 26, 1887, on Hook and Ladder Company No. 4, Town of Lake. October 1, 1887, he was transferred to Hook and Ladder Company No. 3, Town of Lake; July 11, 1888, to Engine No. 7, Town of Lake, and in April, 1899, was promoted to the captaincy on Engine No. 7, so remaining until annexation to the city of Chicago, when the number of the engine was changed to 54, where he is still on duty, serving with characteristic promptness and fidelity. He has had many narrow escapes while sailing and at fires. At a fire at Seventy-first Street and Cottage Grove Avenue, he rescued William Calmann, who was hanging by a single wire in the court-way, with the assistance of Pipeman Kasman, pulling Calmann through the window after he let go the wire. Captain Prendergast was married, in Youghal, Ireland, October 6, 1878, to Miss Margaret Corcoran, and eight children have been born to them, six of whom are now living.

WILLIAM PRENTISS.

William Prentiss, ex-State's Attorney, lawyer and politician, was born in Davenport, Iowa, September 19, 1848, and, during his infancy, was taken by his parents to Schuyler County, Ill., whence the family shortly afterwards removed to Vermont, Fulton County, where the father, who was a physician, died in 1854. In 1860 the mother married James Manley, a farmer at McDonough County, Ill., and, upon the farm of his step-father, Mr. Prentiss soon became familiar with all the duties and labor of the fields through the summer months, while attending the district school in the winter season. He subsequently continued his education in a seminary at Abingdon, Ill., in the State Normal School at Normal, and at Knox College, Galesburg, but before graduation, his health having failed him, he was obliged to abandon his college course.

In 1850 Mr. Prentiss removed to Minnesota for the benefit of his health, remaining in that State for seven years. He there entered a tract of government land, which he transformed into a good farm, and in connection with his farming operations while in Minnesota, also taught school and was Superintendent of Schools in Cottonwood County for three years. He began the study of law in the office of Hon. Daniel

Buck, of Mankato, now a member of the Supreme Court of Minnesota. In 1878 he returned to Macomb, Ill., was admitted to the bar, and the same year was elected State's Attorney for McDonough County to fill a vacancy. In 1880 he was elected Mayor of Macomb, being the only Democrat elected to that office in more than twenty years—that city being the Republican stronghold of the county. In 1885, after an experience of only seven years at the bar, he was the choice of the legal fraternity of McDonough County, without regard to party, for Circuit Judge, and received the nomination of the Democratic judicial convention at a time when a bill was pending in the Legislature providing for an increase in the number of Circuit Judges. The act failed to pass in the Lower House by a few votes, and Mr. Prentiss consequently failed of election to the position which he would undoubtedly have received had the law passed, as his district was strongly Democratic. As advocate or counsel he was retained on one side or the other of nearly all the important cases tried in the courts of McDonough County, and also had a large clientele in adjoining counties.

Seeking a broader field of labor, Mr. Prentiss came to Chicago in 1891, and almost immediately came into prominence as a leader of the Democratic party in this city. In 1895, he received the nomination for Circuit Judge of Cook County, but a Republican tidal wave swept the district that year and he was defeated, as he was again in 1897, when once more a candidate. In 1896 he was a delegate to the Democratic National Convention, and took an active part in the campaign of that year. He is very popular in Democratic ranks and highly esteemed by many of the leaders of the party.

Mr. Prentiss was united in marriage, in 1876, to Miss Elizabeth Helen McCaughey of Fulton County, Ill., and to them were born three sons. The eldest, James Manley, was drowned in 1893 at the age of nineteen years, while boating on Lake Michigan. He was accompanied by a young lady, whose life he saved at the sacrifice of his own. The other sons, Jackson McCaughey and William, are attending school. Mr. Prentiss is a man of genial temperament, of gentlemanly deportment and cordial disposition, and his social qualities render him a favorite among all classes with whom he is brought in contact.

THEODORE L. PRESCOTT,

Telegraph Operator, was born October 21, 1839, the son of Wright and Panther Prescott, and received his education in Canadaigua, N. Y. In September, 1861, he enlisted in the Twelfth Regiment, Iowa Infantry, and served until the close of the war, the greater part of this time being under command of Gen. W. T. Sherman. Mr. Prescott is a Protestant in religious faith, a Republican in politics and a telegraph operator by occupation. He was married in Chicago, in 1868, to Lizzie Edwards, and has six children, viz.: Edward L., Victor, Harry, Charles, Eva and Birdie.

PETER PRICE,

Postoffice Printer, Chicago, was born in Cleveland, Ohio, July 17, 1846. His paternal great-grandfather, William Price, was a native of Wales and his maternal great-grandfather, Michael Rittenburg, of Germany. His paternal grandparents were William Price, born in Wales, and Sarah Hale, born in England; his maternal grandparents were Michael Rittenburg, of Albany, N. Y., and Abigail Cody Sprague, of Massachusetts. His father was Joseph Price, and his mother, Sarah Rittenburg, the former born in Gloucestershire, England, and the latter in Farmington, N. Y.

Peter Price was educated in the public schools of Cleveland. After leaving school he enlisted in Cleveland, October 8, 1863, as a private in Company H, One Hundred and Twenty-fourth Ohio Volunteer Infantry, which served gallantly in the Army of the Cumberland, and he participated in all the campaigns of his regiment until the close of the war. He was mustered out and honorably discharged from service at Nashville, Tenn., July 9, 1865. He came to Chicago early in April, 1882, and entered the service of the United States Government at the Chicago Postoffice, on the first day of February, 1894, where he still remains. He was promoted by appointment, to the position of Postoffice Printer, March 1, 1896, which he has continued to fill to the entire satisfaction of the officials and his associates up to the present time. He was married to Almeda Westcott, in New York City, February 17, 1874.

JAMES K. PUMPELLE.

A progressive age, by bringing the wondrous discoveries of science more and more intimately into men's daily lives, has multiplied wants and correspondingly stimulated a constantly growing demand for new inventions. He who can furnish a new appliance which will successfully meet even one of these constantly multiplying wants, has earned for himself a claim upon the gratitude of an exacting generation. It is in connection with such a discovery that the name of Pumpelly has become familiar to both the scientific and commercial worlds. As the inventor of the storage battery which bears his name, he has not only won fame and fortune for himself, but has proved himself a public benefactor. James K. Pumpelly was born at Oswego, Tioga County, N. Y., April 25, 1837. After graduating from Yale University, in 1857, he spent several months in European travel, returning to this country in the winter of 1858. The next two and a half years he spent at Fond du Lac, Wis., attending to his father's landed interests in that State, and in July, 1861, he recruited a company for the Thirty-third Wisconsin Volunteers, being chosen and commissioned its First Lieutenant. He served with gallantry and distinction for two years, but in 1863 ill health compelled him to tender his resignation. Returning to Fond du Lac he resumed the management of his father's property, remaining

there until 1885, when he came to Chicago. Meanwhile he had invented an electrical storage battery, on which he held patents of very considerable value. His chief object in coming to Chicago was to organize a company for its manufacture and sale. This he effected in 1886. The name of the concern was the Pumpelly Storage Battery and Motor Company, of which he was the Vice-President. This company manufactured the first storage battery ever made in the West for commercial use. For three years an up-hill fight was made, and at the end of that time a dissolution was deemed best, and was effected.

Mr. Pumpelly, however, was not discouraged. He secured new patents, covering improvements in his original device and succeeded in organizing the Pumpelly-Sorley Storage Battery Company, Joseph Cummings being President, Mr. Pumpelly Vice-President, and B. B. Arnold, manager. After two years of success this company disposed of its patents and business to the Electric Storage Battery Company, of Philadelphia, for \$100,000, the inventor being given a remunerative position, which he continued to fill for two years, when he left the employ of the company to become manager of the Crofton Storage Battery Company, of Chicago, at the same time filling the office of Vice-President. On the death of Mr. Benjamin Williams, the President, the company went into liquidation and its affairs were wound up. Mr. Pumpelly obtained title to the patents under which it had operated, and began the manufacture of storage batteries on his own account, in which line of business he is still engaged. Lightness, endurance and moderate cost are the ends which the inventor has kept steadily in view, and his success is shown by the adaptability of his battery to the propulsion of the electric motorcycle. Mrs. Pumpelly's maiden name was Eliza W. Beall, to whom Mr. Pumpelly was married at Fond du Lac, Wis., September 17, 1861. Their only child—a son—is deceased.

JOHN A. REAGAN.

John A. Reagan, Superintendent of the Merrett Elevator, Chicago, was born at Pottstown, Pa., in 1872, and married in 1898. Fraternally he is a Mason of high standing and a member of the Mystic Shrine. The Merrett Elevator was erected on the Calumet River, at Ninety-eighth Street, in 1900, and Mr. Reagan assumed the position of Superintendent when it was opened. It has a storage capacity of 650,000 bushels, and, with its four rising legs, is capable of unloading one hundred car-loads of grain per day, and is fitted to load either lake vessels in the river or cars on the track. Its machinery is of the most modern variety, both as to cleaners and clippers, as well as its steam-power furnished by four boilers of 650 horse-power. The concern furnishes employment to eighteen men. Previous to his connection with the Merrett Elevator, Mr. Reagan was foreman of the Calumet Elevator for six years, and, at a still earlier

date, was engaged in the grain and feed business in Philadelphia.

WILLIAM H. REED,

Assistant Engineer of Engine 74, Chicago Fire Department, was born in Ottawa, Ill., September 19, 1867, and educated in the public schools of Ottawa and Chicago. After leaving school he went to work for his father, who was engineer at the E. P. Wilce & Co. planing mill, for eight years. He then joined the Fire Department, working in the repair shop until June 5, 1891, when he took charge of Engine 46, January 12, 1895, was transferred to Engine 74, and still remains as Assistant Engineer. Has always been ready for any duty that may arise, and has never been injured at the fires he has attended.

Mr. Reed was married in Chicago, July 24, 1893, to Miss Jennie Sypole, and two children have blessed their union.

ARTHUR D. REHM.

Arthur D. Rehm was born in Chicago, January 10, 1870, the son of Andrew and Mary Rehm, who were natives of Alsace, France, and Beaver Falls, N. Y., respectively. His paternal grandparents, Jacob and Salome Rehm, and his maternal grandparents, Albert and Ann Sontimer, were all born in Germany. The subject of this sketch has a military record to which he can point with pride, having served during the Spanish-American War. For one year and a day he was Second Lieutenant of Company F, Second Illinois Volunteer Infantry, during three months of which time the regiment was on duty in Cuba. He was then Captain and Inspector of the Rifle Practice from July 15, 1899, until July 1, 1900, and appointed Captain and Adjutant of the Second Regiment Illinois National Guard, July 1, 1900, to date of issue on Col. J. E. Stuart's staff. Mr. Rehm is a Republican and is in the fire insurance business, having an office at 92 LaSalle St. He was married in Chicago, June 16, 1896, to Miss Christina M. Lobstein, and two children—Ionia J. and George Andrew—have blessed their union.

ARTHUR ROWLEY REYNOLDS.

Arthur Rowley Reynolds, M. D., Commissioner of Health of the City of Chicago, has so discharged the important duties of that responsible position that his name has become familiar to all students of city government the world over. Dr. Reynolds was born on a farm near Meaford, County Grey, Ontario, Canada, July 21, 1854. James and Sarah (Wilkinson) Reynolds, were both born, educated and married in the city of Dublin, Ireland, and emigrated to Quebec in 1842. They lived five years at Picton, Ontario, but removed to Meaford in 1847. Dr. Reynolds' father is still living in Toronto, and vigorous at the age of eighty-nine years.

Dr. Reynolds acquired his early education in the country schools and in the high school at Owen Sound. When he was sufficiently prepared he matriculated at the University of To-

ronto, and entered upon the study of medicine. After two terms spent in that University, the young student took his third year at Bellevue Hospital Medical College, from which he was graduated in 1876, and immediately set up his practice at Orion, Mich., in association with his two brothers, both of whom were well established practitioners at that point. In 1882 he came to Chicago, where he soon won a standing among the more capable and reliable members of the profession, taking much interest in sanitary and health questions.

The appointment of Dr. Reynolds as Commissioner of the Health Department of Chicago, in April, 1893, met with the very general approval of the profession, and his capable administration of the duties of the office have won the public favor. Under a change of party he was rotated out of office, but in 1897 Mayor Harrison recalled him to the position which he had so ably held under the Mayor's father. Since his first appointment to this office Dr. Reynolds has given much thought and study to every subject that touches the health of the city, and in many most important respects the Department of Health of the city of Chicago is now without a rival in the world. It has closely supervised the water supply, and at the first evidence of any dangerous contamination of the drinking water, at once sounds the alarm; it has fought a vigilant fight with the ghouls who would sell impure and tainted milk to the people; its eye is on the ice, the fruit and other food supplies; it has worked steadily for the suppression of the smoke nuisance, and has accomplished much, though hindered by inadequate laws on the subject; its vigilant enforcement of vaccination has kept down small-pox and prevented it from becoming a scourge; its officers have done valuable service in the home and in the school; it has advocated a system of free baths that is proving a great boon to the poor. Chicago is now the healthiest large city in the world, and its Department of Health is frequently commended, not only in the medical and sanitary publications of our own land, but in those of other countries as well, very much of the credit of this improved order being laid directly at the door of Dr. Reynolds.

Dr. Reynolds belongs to the American Medical Association, the Illinois State Medical Society, the Chicago Medical Society, the American Public Health Association, the Sanitary Institute, of Great Britain, and writes much for medical and sanitary publications.

DANIEL F. RICE,

Engineer on Engine 37 (Fire-Boat "Illinois"), was born in Chicago, August 9, 1854, educated in the Dearborn and Ogden public schools, and after leaving school went on the tug-boat "S. G. Chase" one season, the next season taking a place on the original tug "Ameritta Mosher," and later serving on the tugs "J. L. Higgin," "Protection," and "J. H. Hackley." He was then employed on the propeller "Cuba" of the Com-

mmercial Line, Buffalo, and later on propeller "Colorado," then on tugs "J. H. Hackley," "W. H. Wolff" and "Black Ball No. 2," until he joined the Fire Department in December, 1884, on Engine 10. He was transferred to Engine 14, and later to Engine 37 (Fire-Boat "Alpha"), September, 1885; to Fire-Boat "W. H. Alley" in 1886; to Engine 41 (Fire-Boat "Geyser") in 1890; and to Engine 37 (Fire-Boat "Illinois") in 1898, and is still there ready for any emergency. Mr. Rice has had many narrow escapes but has never suffered any serious injuries. The propeller "Cuba," upon which he was employed in 1880, while crossing Saginaw Bay in a heavy sea, broke the 10-inch discharge pipe under two feet of water. While being lowered over the side with a rope, he was hit on the head with a plug and badly injured, but came out all right and received honorable mention by the owners of the boat. He was married to Miss Minnie Snartman, December 4, 1886, and six children have blessed their union, five of whom are living.

WILLIAM H. RICE.

It is a pleasant task for the historian to chronicle a career which has been distinguished by patriotism, by faithful attention to duty as a subordinate, and by a steady use of life's ladder until crowned by success. Such is the life-story of Mr. William H. Rice, one of the foremost and most prosperous live-stock commission merchants at the Union Stock Yards. He is a farmer's son and was born near Frederick, Schuyler County, Ill., on March 17, 1846. At the age of fourteen he left home to begin the world for himself. His first commercial experience was as clerk in a store at Frederick. At the outbreak of the Civil War, he was made a paymaster's clerk at Springfield, Ill. This position he filled for three years, when, having reached the age of eighteen, he resolved to carry out his long cherished desire to enter the army. Accordingly, he aided in recruiting Company K, of the One Hundred and Thirty-seventh Illinois Infantry. Notwithstanding his extreme youth he was elected Lieutenant of the company. The regiment was assigned to the Army of the Cumberland, and served with gallantry until the close of the war. After being mustered out of service he embarked in mercantile business, at the same time buying live stock and shipping it to Chicago. In 1886 he came to Chicago, and, for the first three years after his arrival, traveled and collected for the J. H. Campbell Commission Company, subsequently being in the employ of the Lee & Maxwell Company for a like period. Since 1891 Chicago has been his place of residence. In 1892 he formed a partnership with his brother, Thomas J., and George W. Nixon, the name of the firm being Rice Brothers & Nixon. On July 1, 1899, Mr. Nixon retired, and since then the Rice Brothers have carried on business successfully together. He is endowed by nature with many traits which win friends, being affable, generous and courteous.

His wife's maiden name was Sarah M. Brunk to whom he was married at Rushville, Ill., on October 12, 1863. Four of their five children are yet living, a son, Thomas J., having died in infancy. The eldest daughter, Della C., married I. W. Moore, a Chicago grocer; Laura I. married Dr. J. R. McDougall; Oscar A. is cashier and office man, and Charles R. is a salesman—both brothers being in the employ of Rice Brothers. In politics, Mr. Rice is a true Republican, and is a member of Columbia Post, No. 706, G. A. R.

ALEXANDER M. RICHEY,

Engineer, Engine 82, Chicago Fire Department, was born in Brockville, Canada, November 24, 1860; came to Chicago with his parents in June, 1863, and attended the Hayes, King and Skinner schools. After leaving school, he learned and worked at the machinist's trade until he joined the Fire Department, December 21, 1890. He was employed at the repair shop for a time, and was assigned to Engine 62, when it was organized, May 14, 1891; was transferred to Engine 55, December 6, 1892; to Engine 42, February 1, 1897; and to Engine 82, April 15, 1897. He has never been hurt, and is always ready to respond to all calls to duty. He was married in Lanark, Ill., November 19, 1884, to Miss Laura P. Crotzer, and two children have blessed this union.

ALFRED G. RITER,

Assistant Bridge and Steamboat Engineer, was born in St. Louis, Mo., September 28, 1864; came to Chicago in 1871 with the Relief Expedition from St. Louis, and attended the Wells public school and West Division High Schools, graduating in 1880. After leaving school he went west for the Delaware Bridge Company, December 2, 1880; then returned to Chicago and worked for A. Gottlieb until March 5, 1885, when he went into the City Engineer's office, and worked for the Sanitary District for one year. Here he held different positions from assistant draughtsman to the City Bridge Department, and for some time Assistant Structural Engineer in connection with the Division of Architecture, during which he prepared plans for the Boulevard Connecting Tunnel for lake front and the downtown street subway. Mr. Riter was married to Miss Sophia D. Vetter, in Chicago, November 20, 1889. One child was born to them, but is deceased.

JAMES H. ROACH,

Assistant Engineer, Sixty-eighth Street Pumping Station, was born in Piedmont, W. Va., October 30, 1863, and educated in the district schools. After leaving school he served an apprenticeship in the Baltimore & Ohio Railroad shops at Piedmont, remaining there four years, when he came to Chicago, where he worked for the Baltimore & Ohio Railroad Company for one year; later was employed by the Chicago & Northwestern Railroad Company one year and by the Illinois Steel Company for three years. Then he was employed by the Wabash

Railroad Company for eight months, and by the Standard Oil Company at Irondale, on engines and at machine shops, for three years; by the Union Rolling Mills, at Bridgeport, for three years, and at the Seventy-third Street Pumping Station for eighteen months. He was connected for a time with the Chicago, Lake Shore & Western Railroad Company, and later as Gang Foreman, until 1897, when he returned to Seventy-third Street Pumping Station as Chief Engineer; then, having taken an examination for promotion from the fourth to fifth grade, was assigned to Sixty-eighth Street Pumping Station, January 8, 1901, as Assistant Engineer.

CHARLES O. ROBINSON.

This gentleman, a son of the late lamented Joseph M. Robinson, whom he has emulated in activity, sound sense, integrity and geniality of disposition, is one of the prominent, prosperous live-stock commission merchants doing business at the Union Stock Yards, Chicago. He was born at Burlington, Iowa, May 6, 1862, and attended the public and private schools of that city until 1875, when he came to Chicago, and at once entered the employment of his father's firm, J. M. Robinson & Company. Shortly after his father's death this house was temporarily succeeded by Charles O. Robinson & Co., which, on September 13, 1886, was changed to Clay, Robinson & Co. This concern is still engaged in business, and is one of the largest and most successful houses in its line in the West. On November 17, 1886, Mr. Robinson was married to Miss Minnie Muller, of Chicago. Mr. and Mrs. Robinson have been called upon to mourn the loss of both their children.

HERBERT E. ROBINSON.

Herbert E. Robinson was born in Marshall, Michigan, Dec. 2, 1865; was educated in the public schools, and after leaving school, was employed at Detroit on the electrical works controlled by the Michigan Bell Telephone Company. Coming to Chicago, September 25, 1884, he was employed by the Chicago Telephone Company until April 11, 1887, then by the Calumet Publishing Company, in South Chicago, until April 11, 1889. He was married to Miss Minnie Forsberg, in Chicago, November 10, 1890, and two children have been born to them.

JOSEPH M. ROBINSON.

Joseph M. Robinson (deceased), pioneer cattle-dealer and live-stock commission merchant, was born at Washington Court House, Fayette County, Ohio, March 15, 1824, educated in the district school, and, after leaving school, drove cattle from Ohio to Philadelphia and New York, walking both ways, and, later, in company with David Selzer, drove cattle from different parts of Illinois to New York on foot; also took two droves of cattle from west of the Mississippi to New York in the same way, the trip occupying 108 days. He next engaged in the pork-packing business at Burlington, Iowa; also devoted his

attention to feeding and raising live stock. In 1874 he came to Chicago and organized the firm of J. M. Robinson & Company at the Union Stock Yards. This firm, at his death, was succeeded by Charles O. Robinson & Co., and on September 13, 1886, the firm of Clay, Robinson & Co. succeeded to the business of J. M. Robinson & Co. and Charles O. Robinson & Co. Joseph M. Robinson was married to Miss Margaret J. Jones, of Wilmington, Ohio, and eight children were born to them, of whom four are now living. Mr. Robinson passed away at his residence, 3161 Wabash Avenue, Chicago, July 21, 1886, a few days after having made a visit to the plains of Kansas. He was a very active and energetic man, and his loss was widely felt.

DANIEL E. ROOT.

Daniel E. Root (deceased), whose varied career as soldier, live-stock dealer and Cook County Commissioner, displayed many qualities and business ability of a high order, was born in Baltimore, Md., July 5, 1837, where he acquired his education in the common schools. When only nineteen years of age he was appointed by the Governor of the State book-keeper of Tobacco Warehouse, No. 5, and very acceptably discharged the duties of that position until 1857, when he resigned and went to Kansas. He was in that State at the outbreak of the Civil War, and very promptly volunteered for service in the Union Army as a member of the Eighth Kansas Volunteer Infantry. He proved to be an energetic and capable soldier, and, though nominated and elected as both Captain and First Lieutenant, refused to accept either office, preferring to continue in the ranks through the war. At the termination of the war, Mr. Root was mustered out of service, and selling his Kansas land at a good figure, in 1866, removed to Mt. Pleasant, Iowa, where he engaged in buying and selling stock, shipping to the Union Stock Yards and becoming thoroughly familiar with the business. In 1874 he came to Chicago to sell hogs for Samuel Coffman, N. B. Ream and Cyrus Allen, who had formed a partnership under the firm name of Coffman, Ream & Allen. In 1879 Mr. Root became a member of the firm of Winsted, Allen & Root, from which he retired three years later, to sell hogs for Parmalee, Hanna & Scott, with whom he continued for ten years. Then the firm of Root, Norton & Company was organized, which gave way to the Root-Lowry Commission Company, a corporation which was continued until the first of the year 1898, when Mr. Root sold his interest to the Archey, Son & Plummer Company, and since that time has devoted himself to other extensive and profitable interests.

Mr. Root was married May 1, 1872, to Miss Martha C. Cooper, of Mt. Pleasant, Iowa. In 1892 he was elected a County Commissioner, and rendered faithful service on the Board, but declined re-election. He was a pleasant and affable gentleman, respected by his business

associates and all with whom he has any dealings. Mr. Root died December 25, 1900.

DWIGHT D. ROOT.

Dwight D. Root, lawyer, Chicago, was born in Bennington, Mich., June 1, 1858, the son of Roswell Holton and Lucinda (Vaughn) Root. Mr. Root began life on his father's farm, of which he retains fond recollections. His father, Roswell Holton Root, was the son of Remembrance Root, of Belchertown, Mass., and a member of the Root family who were early immigrants to this region from England. His mother, Lucinda (Vaughn) Root, was born at Birmingham, Mich., of "Jersey Dutch" descent, her ancestors having come from Holland to New Jersey at an early day. Mr. Root, however, regards the matter of nationality as a localism or provincialism, rather than a truism of universal application, and as not to be accepted as superior to those evidences of integrity which are always at par, and which may exist in any people. Mr. Root was educated in the high schools of Owosso and Corunna, Mich., at the Normal School at Ypsilanti and the University at Ann Arbor, graduating from the law department of the latter in 1880, when he was admitted to the bar during the same year. After being associated for some time with J. C. and B. C. Wood, attorneys at Jackson, Mich., in 1882 he opened an office and began practice there alone, remaining until 1893, when he removed to Chicago, where he has been continuously engaged in practice ever since.

In political sentiment Mr. Root is a Republican, and was elected City Attorney of Jackson Mich., in 1887, for two years. He is not a seeker for office or political advancement, preferring to devote his attention to the practice of his chosen profession. He is a member of various fraternal orders, and seeks the largest enjoyment of social life in a quiet way. While he has freely attended various churches, he has never become a member of any religious demonstration, believing that no sect has a monopoly of True Religion, and that its essential qualities cannot be hemmed in by or restricted to any set formula, creed or ceremony.

WILLIAM HENRY RUGER.

William Henry Ruger, ex-Assistant Superintendent of Mails, and ex-Senator, was born in Plattsburg, N. Y., August 15, 1841, came to Chicago with his parents, Harmon B. and Caroline Ruger, in 1847, and attended the Wilder, Dearborn, Jones and Scammon public schools, and the West Division High School. He enlisted in the United States Navy, September 2, 1861, and was assigned to the United States Steamer "Essex," commanded by Commodore W. D. Porter, serving as Surgeon's Steward until the close of the war, being honorably discharged in October, 1865. Steward Ruger was in all the battles of the "Essex" from Fort Henry to New Orleans, including the running of the blockade at Island No. 10, at Vicksburg, and at Port

Hudson, and was on board when the rebel ram "Arkansas" was captured. He entered the Chicago Postoffice as clerk under Postmaster J. L. Scripps, in 1865, and was gradually promoted until he received an appointment as Assistant Superintendent of Mails under Captain M. J. McGrath, (then Superintendent), serving in that capacity for eight years, and until he was elected State Senator on the "Independent" ticket, from the Fifth District, in 1882, and it was by his vote, during the session of 1885, after several weeks of balloting, that General John A. Logan was re-elected to the United States Senate. Being an "Independent," his vote was much sought after by the other candidates, but "Hank" (as his friends familiarly call him) was true to his old comrade and friend, John A. Logan, resisting all overtures from the other side, financially or otherwise. The district where he was elected was Democratic by 3,000, but Senator Ruger overcame that number and carried it by 931 majority. While a member of the State Senate in the State Convention of 1884 he was elected a delegate to the Republican National Convention of that year which nominated James G. Blaine for President and John A. Logan for Vice-President.

Mr. Ruger's father, Harmon B. Ruger, was the first "Captain of the Watch" (as it was called instead of "Captain of Police"), being chosen in 1849 when there were only fourteen policemen on duty, and when the Fire Department Assistant-Chief, C. S. Petrie's father, was a policeman. Captain H. B. Ruger was bailiff in the United States Court for forty-six years, and until his death in February, 1896. W. H. Ruger married Miss Elizabeth Boden, in Chicago in 1867, and of five children born to this union, two—Harmon and Earl—are now living.

EBEN FITCH RUNYAN.

Eben F. Runyan was born in Butler, Wayne County, N. Y., December 3, 1831, and nearly twenty years of his life were spent in the East, where he secured his education. In the meantime he worked as a clerk in a store, or doing any sort of labor which might aid in elevating him intellectually and financially. In the year 1850 Mr. Runyan decided to make his home in the West, finally locating in McHenry County, Ill., where for three years he engaged in farming operations during the summer months, teaching school each winter. The study of law had always possessed a certain amount of fascination for him, and so diligently did he engage in this, his favorite pursuit, that on May 16, 1855, he was admitted to the Illinois Bar. Removing to Chicago soon after, he began the practice of law, and became a member of the firm of Brown & Runyan, this partnership continuing for a period of three years or more. In the year 1860, the relationship between his former partners and himself having been dissolved, Mr. Runyan entered into partnership with D. J. Avery, a brother-in-law, and Mr. Comstock, a former law student. In 1860 he was married

to Miss Flora R. Avery, of Waukegan, Ill. From this time on the young man made rapid strides towards that success for which he was ever striving. He was elected a member of the Board of Education in 1864, and in 1871 and 1872 was President of the Board. In 1876 he was made one of the West Park Commissioners, and assisted in selecting the sites for all the West-side parks. Notwithstanding the various outside matters demanding his attention, Mr. Runyan devoted his time and talents principally to his law practice, and it is not to be wondered at that he became one of the most successful practitioners in the city. During the more than forty years he was a member of the bar he probably tried more cases than any other Chicago lawyer now living. As a trial lawyer he possessed ability of a high order. He was devoted to the interests of his clients, appearing to make their cases his own. He was a fluent speaker, and his long and varied experience together with ability of a high order, became factors in winning many a difficult case. He was twice nominated for the position of Judge. The firm was again changed, and Mr. Runyan had the pleasure of taking his son, Eben F. Runyan, Jr., into partnership, with new offices located in the Ashland Block.

No matter how busy the man, or how necessary his personality in the social or professional life of a city, Death appears to claim any victim he may choose, and the successful lawyer was no exception to this rule. Bright's disease attacked him, and after an illness which confined him to his bed less than two weeks, Mr. Runyan passed away February 6, 1899. The funeral services were held at the Fourth Baptist Church, Ashland Avenue and West Monroe Street, and the interment was at Rosehill. His numerous clients feel that none can supply the place of the man so faithful to their interests, the family circle is incomplete, and the city has lost a shining example of what industry and hard study can produce. Indeed Chicago is the poorer by the death of Eben F. Runyan, lawyer and gentleman.

FREDERICK J. RAPPAL.

Few of Chicago's successful business men have had a career more varied or more full of incident than Mr. Frederick J. Rappal, who for more than eighteen years has been a prominent and prosperous dealer in live stock at the Union Stock Yards. He is a native of Alsace-Lorraine, having been born in Strasburg, December 14, 1837. His parents brought him with them to America when he was a lad of seven years, the family settling at Joliet, Illinois. There young Frederick attended school for a time, but at the age of thirteen his roaming disposition and fondness for adventure led him to become a driver for Dan Rice's Circus, and in this capacity he continued for several years. In 1857 he opened a grocery store at Joliet, but three years later he was one of the first to succumb to the "Pike's Peak fever," and re-

mained in Colorado until 1861. After returning home he and his brother Michael did some business in the way of buying horses for the army, but the venture did not prove profitable, and Frederick J. became a toll-gate keeper on what was then known as the Chicago street plank road.

To a man of his temperament this proved a very dull life, and in 1865 Mr. Rappal began shipping cattle to the Fort Wayne Stock Yards, Chicago. In 1872 he purchased an interest in the Phoenix Distilling Company of Joliet, which, in addition to the making of high wines, daily fed several hundred head of range cattle. In addition to his interest to the distillery he opened a meat market in conjunction with his two brothers-in-law, J. C. and P. P. Adler. In 1876 he bought out their interests and greatly enlarged the business—a wholesale and four retail establishments. For several years he supplied the Illinois State Penitentiary with cattle and hogs under contract, and served three terms on the Will County Board of Supervisors, representing the City of Joliet in that body from 1876 to 1880. In 1881, in partnership with Mr. Samuel Holderman, of Morris, he purchased the Pluto, Clyde and Copper Belt Silver and Copper Mines, at Marysville, Piute County, Utah. They have disposed of a portion of their interests, but still retain the Clyde. In the spring of 1882, he went to Cheyenne, Wyoming Territory, taking with him his sons, Lawrence L. and Frederick J., Jr., where they were associated in receiving and shipping whole train loads of cattle bought from ranchmen in Wyoming and Colorado. Gregory, Cooley & Company, of the Chicago Yards, were his agents.

Mr. Rappal was thoroughly familiar with the Chicago live-stock market, having bought cattle there, at intervals since 1866, for shipment east, and on his return from Wyoming he removed with his family to the city. On January 1, 1883, he founded the firm of Rappal, Sons & Evans. The retirement of Mr. Evans the following year left the firm name Rappal, Sons & Company, and on the admission of Mr. A. D. Lamb in 1886, the firm name was changed to Rappal, Lamb & Company. Mr. Rappal, Sr., and Mr. Lamb withdrawing in 1896, a re-organization followed, the firm becoming Rappal Brothers & Company, composed of Mr. Rappal's four sons, Lawrence, Frederick, Jr., John and Symon. Mr. F. J. Rappal, Sr., associated himself that year with Clay, Robinson & Company, but in 1899 again entered into partnership with his sons, the firm name remaining Rappal Brothers & Company, with offices at 113-115-117 Exchange Building, Union Stock Yards, Chicago.

Mr. Rappal was married at Joliet November 13, 1856, to Margaret Adler, and to them were born twelve children, eleven of whom are still living: Lawrence L., Frederick J., Jr., John H., Veronica, Symon P., Louise, Angie, Therese, Helene, Lucille and Georgine. Veronica is the wife of W. H. Lennon of Joliet, Louise is Mrs.

John Clare of that city, Helene married Paul A. Hazard and resides in New York, and Lucille is Mrs. Harry T. Bigelow of Chicago.

CHESTER B. RUSHMORE.

The subject of this sketch was born in Springville, Erie County, N. Y., April 10, 1824, was educated in the district schools and later went to Springville Academy. After leaving the Academy in September, 1843, he came to Lacon, Ill., where he taught school for four years, then bought a farm at Wenona, Ill., and remained there ten years. He then sold out and bought a farm at Mendota, Ill., where he remained until the beginning of the Civil War in 1861. In September, 1861, he enlisted as private in Ford's Cavalry at Ottawa, Ill., and took part in the battle of Corinth and other important engagements. He was detailed at Grant's headquarters in 1862, and on account of the loss of his index finger, obtained his discharge in 1863, when he engaged in the cotton business; then coming north to Mendota in 1864, he remained there until he sold his farm, when he moved to Chicago in 1865, engaging in the brick business for eight years. He then bought a tract of land in Indiana at \$7.50 per acre, a part of which he afterwards sold at \$125 per acre, to be used for Track Elevation purposes. Mr. Rushmore was married at Niagara Falls, N. Y., September 3, 1843, to Miss Clara P. Graves, and eight children have blessed their union, six of whom are now living.

H. HENRY RUSSEL.

H. Henry Russel, farmer, Wheeling, Cook County, Ill., was born in Wheeling Township, March 29, 1853, and educated in the common schools of Elk Grove Township and at Arlington Heights. His parents, Henry and Mary (Schilling) Russel, were natives of Germany, who came to Cook County, Ill., in 1849, and located on the farm of Hiram Hulett, one mile east of Arlington Heights. Here the elder Russel built a house in 1855. He and his son John still reside in the vicinity of the subject of this sketch. On January 25, 1877, the latter was married to Caroline Katz, and eight children have been the fruit of this union: John H., Henry C., Caroline, Emma, William, Edward, Bertha and Minnie. In religious belief Mr. Russel is a Lutheran, and in politics a Republican. He has pursued the vocation of a farmer, but held the office of Town Collector during 1896-97.

GEORGE M. SARGENT.

George Myrick Sargent, manufacturer, Chicago and Evanston, Ill., was born in Sedgwick, Me., March 29, 1830, the son of Benjamin Choate and Susannah (Cole) Sargent, being the youngest of a family of eleven children of whom six are (January, 1904) still living. The family name has had more than thirty different forms of spelling at different periods and in different countries, beginning, as it is believed, in Normandy in the latter part of the twelfth century, with the name "Serviens,"

and after undergoing various transformations in the intervening centuries, has taken on its present form. The founder of the family in America was William Sargent, who was born in Northampton, England, in 1602, and came to Charlestown, Mass., in 1638, from whom Mr. George M. Sargent is sixth in line of descent. Heads of various other branches of the family on the maternal side came to Plymouth Colony in the days of Pilgrim immigration, some of them coming on the "Mayflower" in 1620, and their descendants took part in most of the colonial wars, including King Philip's War, and later in the War of the Revolution, the War of 1812 and the Mexican War. The children of Benjamin C. and Susannah Sargent were: Benjamin Cleaves, born June 12, 1808, died in infancy; Wyer Groves, born June 24, 1810; John Oliver, born December 18, 1812; Sarah Jane, born February 2, 1815; William Haskell, born February 4, 1818; Lucius Bolles, born January 18, 1820; Thomas Cole, born November 6, 1821; Albion Keith Parris, born October 24, 1823; Mary Merrill, born June 4, 1826; Jasper Newton, born January 6, 1828; and George Myrick. The five last-named, with William Haskell, are still surviving.

The subject of this sketch was reared on his father's farm, meanwhile attending the common schools in his native State until eighteen years of age, when he entered in the employment of his brother, Wyer G., as clerk in his store at Sedgwick (now Sargentville), Me. Here he remained four or five years, during part of the time serving as the first Postmaster of that place; later removed to Boston, Mass., where for the next four years he was employed as clerk by J. N. Dennison & Co. Then, returning to Sedgwick, Me., he entered into partnership with his brother under the firm name of W. G. Sargent & Brother, continuing four years. Retiring from this partnership, he next engaged in the ship-chandlery business in Boston with his brother-in-law, Joseph J. Durham, the firm taking the name of Durham & Sargent. In 1861 Mr. Sargent went to New York, where he formed a partnership in the same line of business with Robert H. Thayer (firm name Thayer & Sargent), remaining until about 1870. On account of the sturdy political position of the members of this firm during the Civil War period, their place of business became known as "The Black Republican Store."

Coming west in 1870, Mr. Sargent purchased an interest in the Malleable Iron Works at Moline, Ill., with which he remained three years, the concern first being known by the firm name of Hill, Heald & Sargent, but later being incorporated as the Moline Malleable Iron Works. Having severed his connection with the Iron-Works enterprise at Moline in 1873, he removed to Des Moines, Iowa, where for three years he was connected with the Des Moines Scale Company in the manufacture of farmers' scales. Then, in 1876, coming to the

city of Chicago, he established there the first manufactory in the United States for the exclusive manufacture of the brake-shoes for railway cars under the firm name of George M. Sargent & Co. In 1877 the concern was reorganized as a stock company, known as the Congdon Brake-Shoe Company. The business grew rapidly and, in 1893, a new corporation was formed under the name of the Sargent Company, with a capital stock of \$250,000, Mr. Sargent being its President. Later the stock was increased to \$500,000, the plant being located at Fifty-ninth and Wallace Streets, Chicago, and covering an area of about five acres. Furnaces for the manufacture of steel castings were erected, the output consisting chiefly of brake-shoes and railroad couplers. The business grew so rapidly that it was found necessary to increase the facilities for the production of cast-iron brake-shoes, and a new plant was erected at Chicago Heights, covering an area of ten acres, the plant at Fifty-ninth Street being thereafter devoted to the manufacture of couplers and knuckles almost exclusively for railroads. In 1901 the plant at Chicago Heights was sold to the American Brake-Shoe & Foundry Company, and the steel plant at Fifty-ninth Street to the American Steel Foundries, the former representing a capital stock of \$4,500,000. Mr. Sargent is still a Director in the first named company, but not in active business. His son, William Durham Sargent, who promoted its organization, was its first President, remaining until January, 1904, when he resigned, and is now Second Vice-President of the American Steel Foundries (representing a capital of \$40,000,000), in charge of the operating department.

Mr. George M. Sargent is a Director of the Railway Appliances Company of which his son, George H., is the Vice-President. Other business enterprises with which he has been connected include the "Live Poultry Transportation Company," of which he was President for some years, and the Vessel-Owners' Association, of which he was a director while in New York. It was through the efforts of a committee of the latter association, of which Mr. Sargent was a member, that the builders of the East River Bridge were induced to increase the elevation of that structure from 120 feet, as originally projected, to 135 feet. His prominence as a business man is indicated by the fact that in 1901 he was elected Vice-President for Illinois of the National Association of Manufacturers of the United States, and, at the present time, is a member of the Committee on Commerce of the National Business League.

Mr. Sargent was married at Winterport, Me., September 15, 1858, to Helen Maria Durham, who was born in Freedom, Me., February 15, 1834, the daughter of William and Emily Durham, and they have had four children: Emily Helen, born October 3, 1860, died aged eleven months; William Durham, born in Lynn, Mass., June 16, 1863; George Hamlin, born in

Brooklyn, N. Y., October 5, 1865, and Annie Cushing, born in Marlboro, N. H., November 27, 1870. William Durham Sargent married, February 14, 1899, May Alene Partridge, daughter of C. W. Partridge; Annie C. married, September 19, 1895, Henry K. Gilbert of Chicago; and George Hamlin married, January 12, 1904, Elizabeth H. Pittman of Detroit, Mich.

In religious belief Mr. George M. Sargent is a Methodist and in politics a Republican. For two terms he served as a member of the Evanston Board of Trustees, and is a member of various fraternal and social organizations, including the Royal Arcanum and Blue Lodge A. F. & A. M., Evanston Chapter and Commandery K. T., Evanston; the Mystic Shrine, Medina Temple; Union League Club, Chicago; Country Club and Evanston Club, Evanston; besides the Evanston, Glen View and St. Augustine Golf Clubs. For several years he was President of the Society of Sons of Maine, Chicago, and is present Vice-President of the New England Society. After a long and conspicuously successful business career, Mr. Sargent, with his faithful and devoted wife, is spending the evening of his days in their delightful home in Evanston, practically retired from active business, though still retaining his official connection with the manufacturing enterprise in which he has been financially interested and an important factor for more than a quarter of a century.

JOHN D. SAYRE.

John D. Sayre, Superintendent of the Irondale Elevator, Chicago, was born in the State of New Jersey, October 3, 1853, the son of Jeremiah and Sarah (Walker) Sayre, his parents removing to Illinois in 1861, where they engaged in farming. They had a family of four sons and four daughters, the sons being Aaron, Lewis, Volney, John D. One of the daughters was named Sarah. The father died in 1897, but the mother is still living. Mr. Sayre has been in the grain and elevator business for thirty-five years, in that time seeing its development through its most important stages. At the age of sixteen years he found employment in a grain house at Maroa, Ill., where he remained two years, when he came to Chicago and became connected with the old Iowa Elevator, which then stood at the Lake Street bridge. By gradual promotion he was advanced through the positions of weighman and foreman to that of superintendent, in which capacity he was connected with Messrs. Munger, Wheeler & Company, for some twenty-three years, and with Bartlett & Frazier at the Calumet Elevator five and a half years.

The Irondale Elevator, with which Mr. Sayre is now connected, is constructed entirely of steel, being the first building of this kind erected in Cook County. It is equipped with the latest improvements in the way of clippers and cleaners of grain, has a capacity for hand-

ling 100,000 bushels daily, and is run by four boilers which combined have 700-horse power. It is owned by the J. Rosenbaum Grain Company and furnishes employment to some twenty-five men. Mr. Sayre's qualifications for the position which he occupies is attested by his long and continuous employment in his present capacity. He was married in 1878 to Miss Nora Gilmanstine, of Chicago, and of this marriage nine children have been born, of whom William, John D., Lewis, Robert, Mary and Nora are living. The three others died in infancy or early youth. Mrs. Sayre died March 8, 1897. Mr. Sayre is a Republican in politics and a highly respected citizen.

CHARLES E. SCHARLAU.

Charles Ernest Scharlau (deceased) was born in Pomerania, on the Baltic, May 23, 1845. His parents being farmers. With his parents he came to this country in 1851, and settled in Chicago, having lived continuously in the Fourteenth Ward since 1856. He attended the Franklin public school until twelve years of age, when he applied himself to learning the trade of a gilder, becoming in time foreman of Rando & Co.'s establishment. In 1862, when seventeen years of age, he enlisted in Company G, Fifty-seventh Illinois Volunteers, and reenlisted as a "Veteran" at Lynnville, Tenn., in December, 1863. He served at the front in the Sixteenth Army Corps under General R. J. Oglesby, and in the Fifteenth Corps under Major-General John A. Logan. He was with the Army of the Tennessee on Sherman's famous March to the Sea, and was injured May 9, 1864, in the passage of Ostanola River, at the battle of Resaca. He was in the battle of Bentonville, N. C., the last battle of the war, marched with General Sherman's Army to the sea, and was in the grand review at Washington, May 23, 1865, and received his discharge in June, 1865. He returned to Chicago and resumed work at his trade for the ensuing ten years.

In 1870 Mr. Scharlau was appointed Deputy Sheriff by Sheriff Tim. Bradley, remaining in this position four years, after which he served as Deputy County Collector under County Collector Louis Huck, and was Deputy Assessor for West Chicago under Assessor Pleasant An-sick. When Jacob Rehm was Chief of Police and Charles Rehm Chief of Detectives, Mr. Scharlau accepted a position in the Detective force, but soon resigned. In 1891 he was appointed by Mayor Washburn General Inspector in the Board of Public Works, and held that position until the end of Mr. Washburn's term. In 1868 he was a delegate in the Republican County Convention, and was offered but declined the nomination for Supervisor of the old Twelfth Ward, now the Fourteenth. Since 1868 he has been Central Committeeman and delegate to various State, County and City Conventions. In 1874 he became a candidate for the State Legislature and was defeated. In

1880 he was again a candidate, running against S. D. Mieroslowski, and out of this election the celebrated Scharlau-Mieroslowski contest arose. The ballots, after three counts, showed a majority of 50 for Scharlau, but upon being taken to Springfield the Committee on Elections declared Mieroslowski elected by a majority of 43. In 1882 there were rival Senatorial conventions in the District, and Scharlau was the nominee of the Fourteenth Ward wing, but declined in favor of William E. Mason. In 1884 he was nominated and elected to the House of Representatives by the largest majority ever received by a candidate in the District, defeating August Wendel, a prominent and popular German. He was re-nominated for the House by acclamation on September 29, 1886, and re-elected. While in the House he secured the passage of the Park Bill, allowing an additional tax of half a mill for park improvements. He was a member of the Committee on Labor and Industrial Affairs, and a firm friend of the Convict Labor Bill, and was also a member of other important committees. In his later years he gave his attention to the practice of law. Fraternally he was a member of the Ancient Order of United Workmen; the Independent Order of Odd-Fellows; Court Jefferson Lodge of the Foresters; Winfield Scott Post, No. 445, of the Grand Army of the Republic; of Cregier Lodge A. F. & A. M., and a member, and for three terms President of the Fifty-seventh Illinois Veteran Volunteer Association. He is also a member of John G. Whittier Council, No. 612, National Union, Humboldt Park Council, No. 75, Royal League.

Mr. Scharlau was married, March 5, 1870, to Miss Martha E. Mugler, a native of New York, and has two married daughters and one son, Charles E. Scharlau, Jr. Mrs. Scharlau died April 19, 1898, having been in ill-health for over five years. On May 1, 1901, Mr. Scharlau was married to Miss Helen Michel. His decease occurred March 23, 1903. His widow, Mrs. Helen (Michel) Scharlau, survives him.

Mr. Scharlau's father was killed by highway-men on Milwaukee Avenue, between Chicago and Jefferson, October 5, 1874, but his mother survived her husband many years and resided on the old homestead, No. 36 Will Street, Chicago, until past eighty years of age.

CHRISTIAN SCHIMMELS.

Chicago owes a debt of gratitude to its fire-fighters which it can never pay. The rapid growth of the city and its rush in building has created conditions very favorable to extensive and frequent conflagrations. Perhaps it is this difficult situation that has called forth the genius of the men connected with the Chicago Fire Department and has helped to make it the wonder of the world. Such it is, and this splendid reputation of the Department is not a little due to men like the veteran Captain of Engine Company, No. 25, whose name heads this article. Captain Schimmels was born the

11th day of May, 1845, in the family homestead, standing at that time in a quiet suburban portion of the city of Chicago, No. 53 South Desplaines Street. At that time there were only 16,000 people in the city, and but little dream of its future greatness as a city of two million inhabitants. Young Christian was educated in both English and German, and when young was set to work as a carpenter, in which trade his father had been a pioneer in the city. His father died in 1877, after having led a long and honorable career as an extensive builder; and his mother passed to her reward two years later. Captain Schimmels was married in Chicago, in January, 1863, to Miss Elizabeth Hasser, who died in 1885, leaving two children, Lena and Jacob J.

Peter Schimmels, an older brother of Christian, was connected with the Fire Department as foreman of the Tempest Hose Company, No. 1, then located at Washington and Clinton Streets, where truck No. 2 has its present quarters. He placed Christian on the Tempest Hose service, September 25, 1864, and the following year resigned his own position to go to Helena, Mont., where he died in 1888. Christian Schimmels has found the fire field thoroughly congenial, and has rapidly risen to important positions. May 20, 1869, he became the Captain of Engine Company, No. 5, and September 21, 1874, was made Captain of Engine Company No. 25, a position which he has retained up to the present time. During these many years he has displayed such energy, daring and masterly ability in fighting fire under every circumstance of danger and death, that his name has become familiar the world over, and is endeared to the business heart of Chicago. His numerous friends assembled to do him honor in Apollo Hall, September 25, 1889, and marked the expiration of his twenty-fifth year as City Fireman, with the presentation of a gold fire-badge, which bore in its center a \$500 diamond.

Captain Schimmels was married May 11, 1895, on his fiftieth birthday, to Miss Nettie Bean, a native of Boston. During his long and active career in connection with the Fire Department, though he has always been in the thick of the fight, he has never been seriously injured, and has lost but very few days on account of sickness. Some four years ago he took his longest furlough, being absent from the service about two weeks. He presents a hale and hearty appearance, and says that he is good for thirty-five years more of active duty. Through his long connection with the Fire Department Captain Schimmels has a complete record of its services, and since 1869 has kept a record of every alarm of fire, as to the time, box and every detail. He has served under every Chief who has been in office since the organization of a paid Fire Department. U. P. Harris, the first, has had for his successors, R. A. Williams, M. Benner, D. J. Swenle, W. H. Musham, and the present Fire Marshal, J. Campion. For forty-one years Mr. Schim-

mels was a fireman; for thirty-five years he has been Captain, and for thirty years has been in command of the same company. Still a young man, he can do his laps with the best of the men in his command, and "where duty calls, there you will find him." In local politics he takes little interest, and votes for what he believes to be the best for the city at the time. Chicago is proud of Captain Schimmels and his faithful associates.

NICHOLAS SCHMITT,

Former Superintendent Alton Elevator, Chicago, now Superintendent of the Keith Elevator, at Halsted Street, and the South Branch of the Chicago River, was born in Germany, the son of Jacob and Margaret (Miller) Schmitt, who came to America in 1865, and settled in Milwaukee, Wis., where they reared a family of six sons: Peter, Nicholas, Matthias, John, Albert and Christ—all of whom are now living. The mother died in 1896, aged sixty-nine years, and the father in 1903, at the age of seventy-one years. Beginning as a laborer with George A. Seaverns, at the old Clark Street warehouse in 1878, Mr. Schmitt worked up through various positions as weighman, foreman, etc., until he became Superintendent of the Columbia Elevator, at Robey Street and Blue Island Avenue, where he spent several years. From 1891 to 1897 Mr. Schmitt and George Phillips, the "Corn King" of Chicago, were side-partners as weighmen. In November, 1900, Mr. Schmitt became Superintendent of the Alton Elevator, as successor to his brother Peter Schmitt, who was transferred in a similar capacity to Davenport, Iowa. The Alton Elevator A was erected in 1879 with a storage capacity of 1,200,000 bushels and is capable of receiving one hundred car-loads and discharging 120,000 bushels daily. Elevator B, erected in 1886-87, has a capacity of 600,000 bushels and is practically an annex to Elevator A, being under the same management. The Alton Elevator was sold out in 1904, and Mr. Schmitt is now in charge of the Keith Elevator.

Mr. Schmitt was married in 1880 to Miss Mary Jane Coulson, and they have had a family of seven children: Joseph George, Mary Alice, David Lee, Margaret, John Frederick, Thomas Christian and George M.—all living. They have received the advantages of a good education, the older ones graduating from the schools which they attended. Mr. Schmitt is a Republican in politics, a member of the Royal Arcanum and a communicant of the Catholic Church.

FRANK SCHRAMM.

Frank Schram, florist, Wheeling, Ill., is a native of Germany, born in 1871, the son of Frank Schramm, Sr., also of German birth. In 1896, in company with his brother, he started a greenhouse and floral garden at Elk Grove, near Schnell's Grove, on the site of the old Indian Village, where they make a spe-

cialty of growing violets and carnations. He was married in 1897 to Rhoda May Schnell of Elk Grove.

HENRY M. SCHREIBER.

Henry M. Schreiber, of the firm of Schreiber Brothers, hardware merchants, Blue Island, Ill., was born in Blue Island in 1869, the son of August and Minnie Schreiber, who were natives of Germany. The father came to Blue Island a single man, there married and became one of the first settlers, erecting a house on the corner of Western Avenue and Jones Street. He was one of the early business men of the place, being engaged there in the hardware trade during the whole of his active life, covering a period of over fifty years. He died March 18, 1883, and his wife March 17, 1881, leaving five children, viz.: William, engaged in the real-estate business in Blue Island; Lizzie, now Mrs. Schimmel, of Chicago; Minnie, at home; Philip A., of the firm of Schreiber Brothers, and Henry M., the subject of this sketch, and partner of his brother Philip A. Henry M. was reared and educated in Blue Island, and with his brother succeeded to the business established by his father more than fifty years ago. The first building erected by the senior Mr. Schreiber was a frame, while the present building, erected in 1882, with additions since made to it, is a two-story and basement structure, 46x80 feet. The firm of Schreiber Brothers was organized after the father's death in 1883, the new firm making the additions to the building.

Henry M. Schreiber is a Republican in politics and has been active in public affairs; in 1891 was elected to the office of Constable, in 1896 became Superintendent of Public Works for the city of Blue Island, and in 1897 was appointed Deputy Sheriff, retaining this position up to date. Mr. Schreiber was married in Blue Island in October, 1883, to Catharine A. Sippel, born in Blue Island, the daughter of Mr. and Mrs. Jacob Sippel, and member of a pioneer family. Two children have been born to Mr. and Mrs. Schreiber—Elvira and June. Mr. Schreiber is a member of the Liederkrantz and the Blue Island Fire Department; is also an Odd Fellow and Knight of Pythias.

HOWARD H. SCHRIVER.

Howard H. Schriver, pipeman on Engine 73, Chicago Fire Department, was born in Columbus, Ohio, December 11, 1867, and educated at the public schools. After leaving school he went to work successively at Stanley Winjet's cigar factory, the Peter's Buggy Company, at Flannegan's bolt works, and for the Wassels Fire Clay Company. In 1883 he went to Shelby, Oceana County, Mich., and there worked on a farm and later for the Hinckley & Young stove works. He came to Chicago May 29, 1887, and worked for T. P. Murray, hardware dealer, Thirty-fifth Street and Cottage Grove Avenue, and later for the

Cook Storage Company, Cottage Grove Avenue, and for M. Wilson as a painter for five and a half years. He joined the Chicago Fire Department, February 22, 1896, being assigned to Engine 73, and is now pipeman. He has had many narrow escapes, but is always ready to respond when duty calls.

HENRY C. SCHROEDER,

Captain Hook and Ladder Company No. 12, Chicago Fire Department, the son of Thedas and Mary (Miller) Schroeder—both natives of Germany—was born in Germany December 6, 1850, and emigrated to the United States, arriving at Chicago, May 12, 1869, where he was employed at surveying by the Northern Pacific Railroad, and later in the lumber yards of Kelly, Lowe & Company. He joined the Chicago Fire Department, January 29, 1883, on Engine 3; later, was transferred to Truck 1; was promoted to Lieutenant and assigned to Truck 6, January 3, 1887; transferred to Truck 14, December 31, 1888; promoted to Captain and transferred to Truck 11, September 15, 1890; to Truck 14, October 21, 1891; and to Truck 12, May 1, 1892, where he may now be found ready for any emergency. Like many other firemen he has had many narrow escapes. He was married to Miss Louisa Hack, in Chicago, April 12, 1882, and three children were born to them, viz.: Herman, William and Charles. Mrs. Schroeder died January 4, 1895, and on May 12, 1895, Mr. Schroeder was married to Miss Louisa Beinson as his second wife.

WILLIAM H. SCHUBERT.

William H. Schubert, pipeman on Engine 55, Chicago Fire Department, was born in Chicago, March 30, 1871, was educated at the Wells public school, and after leaving school worked for the Chicago, Milwaukee & St. Paul Railroad Company for one year; was foreman for J. A. Rice & Co. (window glass dealers) for two years; then police telegraph-operator at headquarters, and later, was the first man to secure from the civil service commission an order for appointment in the Fire Department. October 8, 1895, he was assigned to duty as Truckman on Truck 8; was transferred to Engine No. 11, May 4, 1896, as Chief Musham's driver; was at the Tosetti fire, and at the time of the explosion happened to be in the street, thus escaping without injury. He was at the Northwestern Elevator fire, August 7, 1897, when he went to the home of Chief Musham and brought him in answer to the second alarm. After giving the Chief his coat and hat, in about two minutes the explosion occurred, and a plate of glass two feet square fell and went through the buggy. Schubert's arm was on the buggy only two inches from where the glass struck it. The horse jumped, knocked him down and trampled on him, but he got up and caught the animal near the river bank. By the concussion he lost his speech and sense of smell for five days. Chief Swenie's driver,

Thomas Monihan, was killed by the same explosion. Mr. Schubert remained driver for Chief Musham until transferred to Truck 21, May 1, 1898; was transferred to Truck 19, May 30, 1889; and to Engine 55, as driver, May 1, 1900. His father, August L. Schubert, is Captain of Engine 43, and William Schubert, an uncle, is Lieutenant on Engine 33, each having been employed in the Fire Department twenty-eight years. Mr. Schubert was married in Chicago, July 5, 1895, to Miss Georgiana McCulloch, and three children have been born to them, two of whom are living.

MICHAEL SCHWEISTHAL.

Michael Schweisthal, broker and ex-President Board of Election Commissioners, was born in Merzig, Germany, October 11, 1844, came to Chicago, arriving July 2, 1847, and was educated in the Franklin school and St. Mary's University. After leaving the university, he worked for the McCormick Reaper and Harvester Company, and later with C. C. Parks & Co., bankers, remaining there three years; then was in the employ of the Second National Bank as receiving and paying teller and cashier for ten years, and later with the Merchants' Savings, Loan & Trust Company Bank for nine years, when he accepted the position of cashier of the International Bank, where he served faithfully for eight years. He was then chosen cashier of the Fort Dearborn National Bank, remaining one year, after which he went into business for himself, as banker, for two and a half years. Mr. Schweisthal was elected President of the Board of Election Commissioners, serving for three years in that capacity. In 1886 he was a candidate for the office of County Treasurer and ran 10,000 ahead of his ticket, but by the landslide of that year was defeated. Later he went into business as a loan broker and accountant. Mr. Schweisthal was married to Miss Annie E. Kilduff, in Brooklyn, N. Y., July 12, 1883, and five children have blessed their union, three of whom are now living. In the person of Mr. Schweisthal we have another pioneer who has done his part towards the upbuilding of the city of Chicago and its business interests, and who has won many friends by his kind and genial temperament, and his fidelity to the trusts reposed in him.

ELWIN D. SCOTT.

Elwin D. Scott, insurance agent and dealer in real estate, DesPlaines, Ill., was born in Somerset, Vt., August 2, 1849, the son of Enos and Elizabeth (Upton) Scott, who removed to Maine Township, Cook County, Ill., in 1852, and engaged in farming. His paternal grandfather, Alpheus Scott, was a native of Connecticut, born in 1790, and his maternal grandfather, Jedediah Upton, born in the same State in 1793. The subject of this sketch was educated at DesPlaines and followed the business of farming until 1882, when he removed to the

town of DesPlaines and engaged in the agricultural machine business. At the present time he is in the insurance and real-estate business, also manages a cider and sorghum mill. On June 28, 1876, he was married in the city of Chicago to Ella Webster, and has two daughters—Mary S. and Cornelia A. Mr. Scott held the office of Road Commissioner some nine years, and, from 1892 to 1896, was Village Trustee of the town of DesPlaines. In religious faith he is a Congregationalist and politically an adherent of the Republican party.

HENRY C. SENNE.

Henry C. Senne, Supervisor, Maine Township, Cook County, Ill., was born in Germany, October 26, 1826, the son of Henry and Mariah (Muller) Senne, who were both natives of the "Fatherland." In 1845 Mr. Senne emigrated to America, arriving in Chicago July 16. The next four years he spent in that vicinity, working upon the Illinois & Michigan Canal at fifty cents a day, during the summer, and at his trade of tailor, in the fall. In October, 1849, he removed to Elk Grove, where he spent the next fifteen years in farming and mercantile business. During his stay at Elk Grove he also served as Constable, Justice of the Peace and Commissioner of Highways. At the close of this period (1861) he removed to Des Plaines, his present residence, where he filled the office of Justice of the Peace sixteen years (1862-78); was also elected Supervisor in 1866, remaining in office until 1870. The latter year he was elected a Representative in the Twenty-seventh General Assembly for the Seventh District, and re-elected in 1872, both times as a Republican. Other offices held by him include those of County Commissioner, 1876-85; President of the County Board, 1887-90, and Supervisor of Maine Township, 1896 to 1901. He has also served as School Director since 1875, and was President of the Board from the date of its organization until 1898; has also been (and still is) Secretary of the DesPlaines and Cook County Farmers' Mutual Insurance Company since 1875. For eight years past he has been engaged in the banking business, in a private way. To give an idea of the business ability and the systematic manner in which he attends to his matters, public as well as private, he has in his possession the County Board proceedings from 1866 to December, 1901, something that no other individual in the County has. Mr. Senne was married in Elk Grove Township August 22, 1848, to Miss Dorothea Linneman, and they have had eight children: Henry W. (who died in 1870, aged twenty-one years), William H., Mary, Louise, George, Minnie and Sophie. In religious belief Mr. Senne is a Lutheran and in politics a Republican.

PATRICK JOSEPH SEXTON.

Patrick J. Sexton (deceased) was born in County Cavan, Ireland, October 13, 1843, the son of John and Susan (O'Dowd) Sexton. His

father, who was a farmer in his native country, came to America with his family and settled on a farm in Hamilton County, Ohio, the son Patrick J., being then a child. When the latter had reached the age of twelve or thirteen years, his father having died, the mother removed with her family to Cincinnati, where the son was educated in the common schools, and, having learned the carpenter's trade, in 1865 went to Nashville, Tenn., where he engaged in business as a contractor and builder. After the fire of 1871 he came to Chicago and at once engaged in assisting to rebuild the burned city, here making his home for the rest of his life. Many of the more important buildings of the city, previous to the era of the skyscrapers, were erected by him, notably Plymouth church, the Court House and City Hall, the County Hospital, etc. About 1893, having for a time been engaged in brick manufacture, he organized and put in operation one of the most extensive manufacturing corporations in this line in the country—The Chicago Brick Company, located at Thirty-ninth Street and Western Avenue, of which he was President up to the time of his death.

Mr. Sexton never held any public office, but was a staunch supporter of the Government during the Civil War, and when the Confederate cavalry leader, Col. John Morgan, made his raid through Southern Ohio, he enlisted in an emergency company at Cincinnati for the pursuit of the guerrilla leader. In religious belief he was a Catholic and in his political associations an adherent of the Democratic party. Mainly self-educated, Mr. Sexton was well informed not only on public affairs and current events of the day, but in history and general literature, especially as represented in standard authors. He was an extensive traveler, and was especially well-informed on foreign affairs, having visited Europe some twelve or fifteen times. Of genial personality and engaging manners, he enjoyed a wide popularity among a large circle of friends.

On June 2, 1880, Mr. Sexton was married at Nashville, Tenn., to Anna Long, and of this union were born one daughter and three sons, of whom the daughter and one son died in infancy. The sons still living are Thomas O'Dowd and Patrick J.—the former now the President of the Chicago Brick Company, having succeeded his father in that office. Thomas O'Dowd Sexton is a resident of Waukegan.

The death of Patrick J. Sexton, Sr., occurred October 28, 1903, at 1340 Michigan Avenue, Chicago, which had been his home for more than twenty years.

ARTHUR SEYFERLICH,

Captain Engine 21, Chicago Fire Department, was born in Chicago, February 23, 1868, was educated in the Jones school, and leaving school in 1880, worked at the upholstering trade for Harner & Schoen, until he joined the Fire Department September 28, 1891. He was first

employed on Engine 40, and later transferred to Hook and Ladder Company No. 6; was promoted to Lieutenant, July 17, 1897, and transferred to Hook and Ladder Company 15, and to Engine 10; in 1904 is serving as Captain on Engine 21. Captain Seyferlich has been connected with many rescues, and has had many narrow escapes. December 11, 1894, about 5 P. M., the officers of his Company were notified that the grip had broken and a Milwaukee Avenue car had dashed into a Madison Street car and Ogden Avenue trailer, setting the car on fire. The company hurried to the rescue of the passengers, and by removing the side of the car, rescued from twenty to thirty passengers, two of the passengers, however, being taken out dead. In October, 1895, Hook and Ladder Company No. 6 was run into by a Grand Avenue car and the truck turned end for end, but Seyferlich stuck to his place at the tiller, although severely injured. On May 24, 1900, at the fire at Irwin Brothers, on Clark Street, the fumes of ammonia were so strong that about thirty firemen were nearly overcome, and Lieutenant Seyferlich was reduced to a state of unconsciousness for ten and a half hours. This was considered a very close call, but he was at work the next day.

CHARLES F. SEYFERLICH,

Chief of Second Battalion, Chicago Fire Department, was born in Chicago September 29, 1850. After reaching maturity he worked for a time for Becker & Kopsel, trunk manufacturers, and for the Illinois Central Railroad Company as a machinist for ten years. He joined the Chicago Fire Department in 1877 as a member of Truck No. 1; in 1881 was made Lieutenant and assigned to Truck No. 8, being afterwards transferred to Truck 5, but later returned to Truck No. 1. In 1882 a special fire company was organized to protect the large plant of the sugar refinery on Taylor Street, and on the recommendation of Chief Swenie, Seyferlich was placed in charge. Returning to the City Department, he served on Truck No. 9, and again on Truck 1, where he was promoted to Captain in 1887. He was next elevated to a battalion commandership in 1894, and, on the death of Pat O'Malley, became Chief of the Second Battalion. Chief Seyferlich is always to be found in places of danger when duty calls, has had many narrow escapes, and has effected many rescues. On August 5, 1897, he received the order from Marshall Musham at the Northwestern Elevator fire to have the fire-boat "Yosemite" move one hundred feet south and the tug "Mosher" to keep out of the bay, which order, being promptly executed, was the means of saving about fifty lives, together with the fire-boats "Yosemite," "Fire Queen" and "Mosher," as the walls fell within five minutes after the order was given. Chief Seyferlich was married in Chicago, February 5, 1878, to Miss Annie Meyer, of Manitowoc, Wis., and twelve children have been born to them, of whom seven are now living.

EDWARD T. SHEPHERD.

Edward T. Shepherd, Superintendent Fire Insurance Patrol, Chicago, has for more than a quarter of a century been identified with the Fire Insurance Patrol of Chicago, and during this long period of self-denying, faithful service his reputation for bravery and skill has steadily grown, while he has brought this branch of the service to a degree of perfection in discipline and efficiency unsurpassed in any city of the world. A somewhat extended account of the early history and work of the patrol has been given in the biographical sketch of the late Benjamin B. Bullwinkle, its originator and, for many years, its successful head. Under Mr. Shepherd's superintendency it has been very considerably enlarged and its usefulness greatly increased.

Superintendent Shepherd is yet in life's prime, having been born in the city of New York on May 11, 1850. November 1, 1875, he became associated with the Chicago Fire Insurance Patrol, and on January 1, 1886, was made its Superintendent. He has succeeded in establishing the most cordial relations between that body and the Chicago Fire Department, and enjoys the warm personal friendship and unreserved confidence of his Chief. During his administration the number of companies has been increased from two to eight, with a membership of seventy-three officers and men, and the housing and equipment have been made nearly perfect. Several thousand calls are answered every year, where hundreds constituted the limit some twenty-odd years ago, while the amount saved by the prompt, energetic, daring action of officers and men runs up into the millions. The fire underwriters who support the organization financially are naturally the chief gainers in the saving of losses on insured property, yet hundreds of uninsured owners are also among the beneficiaries of the system. Nor are the men less ready to hazard life and limb for the saving of human life than for the preservation of property.

Among Superintendent Shepherd's many hair-breadth escapes perhaps the most remarkable and thrilling occurred at the Langham Hotel holocaust, on the night of March 21, 1885. He was standing with the men of Company No. 1 on the roof of an adjoining two-story brick building, when one of the hotel walls fell in upon and entombed them. At first it was supposed that not a man had escaped death, and for hours the gallant fellows endured the agony resulting from fractured bones, suffocation and the intolerable heat engendered by the great mass of red-hot bricks lying above them. Then came the seeming danger of drowning from the torrents of water which for hours the firemen found it necessary to turn upon what was believed to be their tomb before the actual work of rescue could begin. Two dead bodies were taken out, but the other victims, while at first showing but few signs of life, ultimately recovered.

Superintendent Shepherd was married in Chicago, May 23, 1881, to Miss Jane W. Milton, and eight children, four boys and four girls, have been born to them, viz: Milton E., Gertrude M., Charles H., Stella F., Roy E., Willa J., Ross S. and Edna E.

JOHN B. SHERMAN.

John B. Sherman (deceased), banker, live-stock dealer and one of the founders of the Union Stock Yards, was born on a farm in the town of Beckman, Dutchess County, N. Y., January 15, 1825; was educated in the district schools, and at the age of nineteen began his business life as clerk in a country store at a salary of fifty dollars per annum. In 1849 he went to California to engage in mining, in 1850 returning to Dutchess County with a few thousand dollars, in the autumn of the same year bought a farm in Kendall County, Ill., to which he removed; but soon after came to Chicago, where for a time he was engaged in the commission business on Kinzie Street as a member of the firm of Black & Sherman. In 1855 he leased the old "Bull's Head" Yards, at the corner of West Madison Street and Ogden Avenue, and a year later the Myrick Yards at Cottage Grove Avenue and Twenty-ninth Street, and may with propriety be called one of the founders of the live-stock trade in Chicago. The "Bull's Head" plant was abandoned at the expiration of the lease. As the city's trade in live-stock grew, the number of yards increased until there were four, one on the West Side and three on the South Side. The disadvantages resulting from this system suggested to Mr. Sherman and others the desirability of centralization, which resulted in the founding of the Union Stock Yards, in the inception and organization of which Mr. Sherman played an important part.

By this time, having accumulated what he considered a competence, he thought to retire, and, having purchased a home at Poughkeepsie, N. Y., returned to the East. The need of a head for the new stock yards induced him to return, when he became general manager of the yards, being virtually given entire control of the plant. In after years he was again and again called to fill the offices of Vice-President and President until, after his last re-election, he positively refused longer to continue as the executive head of the corporation.

One of the most pronounced features of his administration was his close relation to his subordinates. Absolutely just, yet quickly sympathetic with them alike in their joys and their sorrows, he readily won their confidence and their esteem. It was a part of his policy to encourage the building of their own homes by employes in the immediate neighborhood of the yards, and he repeatedly extended to them financial help to that end. At their funerals he was always present, and when the head of the house was called away, it was his wont, when practicable, to give one of the older minor

children of the deceased parent employment at an adult's pay, that the support and self-respect of the household might be preserved. Strikes among his workmen were unknown, and it is a noteworthy fact that, while he was the direct personal representative of capital aggregating many millions, and faithfully guarded its interests, it was no uncommon thing for wage-workers, in times of labor troubles, to select him as their representative upon a board of arbitration. Usually suave and disposed to be concessive, yet no man knew better how to say "No" when duty required it, and to say it with emphatic decision. He was never known to speculate, or to make use, for personal gain, of any knowledge derived through his official position. His charities were liberal and frequent, yet bestowed without ostentation, and many old-time Chicago pastors can recall his numerous non-sectarian benefactions. Though deeply interested in public affairs, the only office he was ever induced to accept was that of South Park Commissioner. The South Side parks were his pride and joy, and he has been sometimes called the father of the system.

Mr. Sherman was twice married. His first wife was Ophelia Cram, to whom he was united at Fishkill, N. Y., November 14, 1848, and two sons and a daughter were born of this marriage. The first Mrs. Sherman died on March 5, 1894, and on September 25, 1895, he married Miss Catherine Nosson. Mr. Sherman died at his home February 25, 1902.

RICHARD E. SHERMAN.

Genius is given to but few, but where it burns its flame cannot be extinguished by unfavorable surroundings. One who is born to invent cannot be turned aside by the monotonous routine of daily toil. He will yet find the realization of his cherished ideals. These remarks apply with peculiar aptitude to Mr. Richard E. Sherman, whose numerous electrical inventions have brought him prominently before both the scientific world and the general public. He is a native Chicagoan, having been born here July 19, 1858, and graduated from the public schools. At the age of nineteen he engaged in the manufacture of dry-goods boxes, and continued in that business for thirteen years. The following three years he spent in Kansas handling oil, but this pursuit proving unsatisfactory, he returned to Chicago and again began making boxes. In 1896 he discontinued this business to accept a position in the Cook County Map Department. Despite the exacting nature of his business cares and clerical duties, Mr. Sherman has found time for the pursuit of his favorite study of electricity and for devising numerous useful inventions, many of which are now in practical use. Among the best-known of these are the following: An improvement in underground trolley subways, now in use on the Broadway electric line in New York City; an electric mail-carrier; the Sherman umbrella, and electric horse starter, in use

on several American race tracks; and a plan for an electric tower, which was adopted by the exposition authorities at Buffalo, N. Y., and at Glasgow, Scotland. In 1879 Mr. Sherman married Miss Mary A. Morris, a Chicago lady, and their union has been blessed with three children.

ANDREW SHILLINGLAW.

The successful career of Mr. Andrew Shillinglaw (now deceased) illustrates the possibilities which lie open to brains, perseverance and push. Without the adventitious aid of fortune or influence, he steadily worked his way up the ladder from the bottom round to the high position which, in his later years, he held in the mercantile world, having filled many minor posts with distinguished ability. He is, in the full sense of the word, a Chicagoan, having been born here on May 23, 1856, educated at the Foster public school, and practically spent his business life here. His family was not in affluent circumstances, and while yet a school boy he sold papers upon the streets. After leaving school he went to Rockford, where he worked at various occupations until 1871, when he returned to Chicago to enter the employ of the Western Union Telegraph Company. In 1876, there being a demand for "construction men" in Indian Territory, he went thither, but remained only one year. On his return he again entered the Western Union service, but later abandoned it for that of the Baltimore & Ohio Company, remaining with the latter concern until offered the agency for the South Water Street district by the Bankers and Merchants' Telegraph Company. In 1879 he entered the employ of Armour & Company as a telegraph operator, but his knowledge of electricity and practical skill in its application soon led to his being transferred to the electrical department, and it was chiefly through his persistent advocacy of the idea that Mr. P. D. Armour was induced to try an experimental introduction into his plant of electricity as a motive power. The first trial was made in 1888, when it was applied to the operation of a "stuffing" machine. In 1892 it was tested for hauling freight around the house, one eighty-five horse-power generator being installed and the equipment consisting of two motor cars and a few trailers. The track was of narrow-gauge (three feet), and the cars were built with a view to running under low bridges and around short curves. The trailers had a carrying capacity of 1,500 to 2,000 pounds each, and were so constructed as to be available for trucking around the house when not in use on the tracks. The average amount hauled per day was 300,000 pounds, an insignificant showing when compared with the enormous records of today. The saving in expense soon became apparent, and the system was rapidly enlarged. While in charge of the fire alarm system at the Armour plant, Mr. Shillinglaw also originated the present admirable system of a combination of water

and fire alarm service. In 1893 he resigned his position to enter the firm of C. E. Woodruff, dealer in electric and mill supplies, from which he withdrew the following year to purchase an interest in the Bradford Belting Company, of Cincinnati. This he retained until Mr. Bradford's death in 1896, when he engaged in the electrical and steam-fitting business alone, which he successfully carried on several years. Mr. Shillinglaw was married in 1886 to Miss Elizabeth B. Moffat, who died in 1889, leaving one daughter. Later he was united to Miss Agnes Paterson, who still survives. Mr. Shillinglaw died February 10, 1901, very suddenly, leaving a widow, two sons and a daughter.

GEORGE M. SHIPPY,

Captain of Police, South Chicago, was born in Chicago June 24, 1854, and attended the Jones, Foster and Douglas public schools (graduating at the latter), and then took a business course at Allen's Academy. After leaving the academy he joined the Fire Department August 23, 1876; was promoted to Lieutenant February 2, 1879, to Captain December 24, 1884, and transferred to Engine 21. He resigned in 1886 and engaged in business until he was appointed Police Patrolman by Chief Ebersold, serving under Captain Buckley at Harrison Street Station, and later as Desk Sergeant at the Stanton Avenue and the Twenty-second Street Stations for one and a half years, and then as Minute Clerk for Judge Driggs and Deputy Clerk under Circuit Clerk Henry Best; later acted as condemnation record writer for all the suits brought by the "Alley L" Railroad Company.

During the administration of Mayor Washburne, on June 19, 1891, Mr. Shippy was appointed Lieutenant at the Harrison Street Police Station; was promoted to Captain October 5, 1891; and transferred to Woodlawn Station April, 1892; was Captain of Police at the opening of the World's Fair and had charge of the escort for Mayor C. H. Harrison, Sr., on the occasion of the visit of Princess Eulalia, of Spain, to Chicago. A squad of twenty-five policemen was chosen from 700 patrolmen, each of them ranging in height from six feet one and a half inches up, Captain Shippy being the shortest man of the squad. He resigned in July, 1893, and again went into business for himself, but was returned to the Woodlawn Station under Mayor Swift, and transferred to the Stock Yards Station by C. H. Harrison, Jr., remaining for one and a half years. He took the civil service examination on November 30, 1898, and was transferred to South Chicago Station, and in 1904 is serving as Police Inspector. During the labor strike on April 29, 1900, he was sent to the Des Plaines Street Station by his honor, Carter H. Harrison, to assist the old veteran, John D. Shea, in suppressing the assaults.

Captain Shippy's father, Richard, was a member of the Police Department from 1857 to 1877, and was the first member of the Lake Street Squad (now Central Detail). He came from

Utica, N. Y., to Chicago in 1846, and was married at the Matteson House to Miss Mary E. Smith of Syracuse, N. Y.

Captain Shippy, the son of Richard, married Miss Sadie Randall in Lee County, Ill., October 27, 1879, and four children have been born of this union, two of whom are now living.

CHARLES SIGWALT.

Charles Sigwalt, President of Board of Village Trustees, Arlington Heights, Ill., was born in Alsace, France (now Germany), December 28, 1839, the son of John and Barbara Sigwalt, who were natives of the same Province. In 1862 he enlisted as a member of Company I, Eighty-eighth Illinois Infantry, and served in the Army of the Cumberland, participating in the battles of Perryville, Stone River, Chickamauga, Missionary Ridge, Resaca, Adairsville, Lost Mountain, Culp's Farm, Kenesaw Mountain, Dallas, Peach Tree Creek, and the siege of Atlanta, Jonesboro, Spring Hill, Franklin, Nashville and other engagements in which his command took part. He held the positions of Corporal, Orderly Sergeant, and was finally promoted to Second Lieutenant, and was never absent from his command during his three years' service, being mustered out at the close of the war in 1865. He has pursued the occupation of a bookkeeper for a number of years; was Town Clerk, 1885-89; Postmaster of his home town for four years under the administration of President Cleveland; President of the Village Board of Trustees for the past eight years; a member of the Board of Education continuously for nineteen years up to 1898, the latter year elected Justice of the Peace. He was Master of Palatine Lodge, A. F. & A. M., for six years, and Master under dispensation of Humboldt Park Lodge; is also a member of Palatine Chapter, R. A. M., No. 102. Mr. Sigwalt was married in the city of Chicago in 1874 to Elizabeth Bleimehl, and has two children—Lillian and John C.

JOHN P. SIMON,

Engineer on Engine No. 23, Chicago Fire Department, was born in Chicago January 18, 1868, and educated in the St. Paul parochial school. Later he worked as a machinist for the United States Rolling Stock Company, and as brakeman and fireman for the Chicago, Burlington & Quincy Railroad Company. He joined the Chicago Fire Department November 2, 1891, serving as a substitute on Engine 64; was a candidate on Engine 28, and accepted, later being transferred to Engine 2, and then to Engine 7. He was promoted to Engineer July 2, 1894, and assigned to Engine 72, and transferred July 1, 1896, to Engine 23. Mr. Simon was married in Chicago October 21, 1890, to Margaret Smith, and five children have been born to them, one of whom is deceased.

VICTOR W. SINCERE.

Victor W. Sincere, lawyer, was born in Louis-

ville, Ky., February 22, 1876, the son of Emil Sincere, a veteran of the Hungarian Revolution of 1842, and also of the American Civil War of 1861. He received his education in the public schools and the University of Chicago, of which last he is a graduate. In 1897 he entered the law office of Edward T. Cahill, where he remained until he became a member of the firm of Reed & Sincere. This firm has been, and still is, identified with several notable cases concerning the civil service law. Mr. Sincere is a prominent musician of Chicago, having taken a leading part in the organization of many of her societies; is also an ex-athlete of considerable note among the Western Colleges. In politics he is a Republican.

FRANK D. SKIFF.

Frank D. Skiff, soldier, author and scenic artist, Chicago, was born at Windham, Portage County, Ohio, April 27, 1841, and at nine years of age removed with his father to Cincinnati, Ohio, where the elder Skiff became a leading merchant. On the breaking out of the Civil War Frank D. enlisted in the three months' service, after which he re-enlisted and served two years with honor and distinction; was a member of the famous Fremont Body Guard under Major Zazonyi, and participated in the gallant charge of the "Old Guard" at Springfield, Mo. Mr. Skiff has won fame as one of the best scenic artists of the country; has painted scenery in all the theaters of our city, besides numerous theaters and opera-houses elsewhere throughout the United States. He began his successful career as an artist under Hiram Powers, the famous sculptor, who was a great friend of the family. His first work was with Powers, when the latter painted his celebrated "Infernal Regions" in the Old Western Museum at Cincinnati. He afterwards accompanied Powers to Italy, remaining there two years. At the close of the Civil War he was engaged in sketching for "Harper's Weekly" and Frank Leslie's papers, sketching on the Union Pacific Railroad for a year prior to its completion. He was present when Governor Stanford, of California, drove the "golden spike" at "Promontory Point," which connected the Union and Central Pacific Roads. Mr. Skiff has resided in Chicago since 1867; was appointed a Deputy Collector of Customs under the Harrison administration, and placed in charge of the Barge Office, which position he held for some time, but finally resigned to embark in other business. He is a member of Farragut Post, No. 602, G. A. R., and is a writer of no small repute, having written several plays of dramatic merit; is also the author of a new historical play entitled "ILLINOIS," an epoch story founded upon the early history and incidents of Fort Dearborn, including the massacre of 1812. This play has the endorsement and cordial approval of Mr. Fernando Jones and many other men of note, who are loud in its praise, and who predict great success for the production, which is to be

brought about with characteristic scenic effect in the near future. Mr. Skiff can be found at No. 128 South Clark Street, Room 8, where he is always pleased to meet both old and new acquaintance alike.

HENRY SLATER.

Henry Slater, live-stock buyer, Union Stock Yards, was born in Sussex, England, April 5, 1841, the son of Henry and Ann (Crossley) Slater. Henry Slater, Sr., born in Sussex, England, in 1810, came to Albany, N. Y., in 1851, and to Chicago in October, 1855, and here began killing cattle for Tobey & Booth at their packing-house on what is now Eighteenth Street, in 1856 starting in business for himself manufacturing soap, glue, and rendering lard in the first house built south of Archer Avenue between Stewart Avenue and Halsted Street. He sold out to Philip Dyckman in 1867, and kept a market until 1870, but died in May, 1873.

The subject of this sketch came with his parents to Albany in 1851 and to Chicago in 1855; worked in Tobey & Booth's packing-house one season, and then commenced butchering for S. Spencer, corner of Adams and State Streets. In 1860 Mr. Spencer kept a meat-market where the Fair Department Store now stands. Later Mr. Slater worked for C. P. Albee, 76 State Street, and for Wustum & Brothers, corner State and Eighteenth Streets, remaining until 1870. He then went to Kansas City and St. Louis for W. T. Keenan & Co., and subsequently worked for Nichols & Adams and for Conover & Hall at the Union Stock Yards. In 1873 he took to the house of Fowler & Brothers the first drove of hogs killed by them, and remained with the firm five years; also bought hogs for B. F. Murphy & Co. for three years, for W. H. Silberhorn & Co. three years, and later for Morell & Co. He then went into the butchering business for himself, remaining about two years, when he engaged in buying hogs for the North Packing Company for nine years; at present (1904) is buying for H. F. Googins.

GEORGE B. SMITH.

George B. Smith, Superintendent of carriage and repair work for Union Stock Yards & Transit Company, was born in Chatham, Canada, September 25, 1867, and educated in the public schools. After leaving school he served three years as an apprentice at \$2.50 per week, being engaged in carriage building, after which he went to Thamesville, Canada, remaining there two years. Returning to Chatham, he worked one and a half years at his trade, then leased a hotel at Dresden, Canada, and a year later went to Port Huron, Mich., tending bar nine months, when he returned to Chatham and worked there until his marriage to Miss Alta Banning, October 6, 1891. One child has blessed this union. After marriage he spent one year at Rochester, N. Y., working for James Cunningham & Co., carriage builders,

and then returning to Chatham, worked for R. Millner; in January, 1892, came to Chicago, and on March 17th commenced work as helper in the carriage shop of the Union Stock Yards Company, staying there until the company removed to its present location in October, 1893. When John Olmstead, Superintendent of the shop, died in April, 1895, as the result of an accident, Mr. Smith was appointed in his place, remaining until February, 1899, when the firm of Croxon & Smith having been formed, they leased the shops from the company for ten months. F. T. Croxon retired from the firm January 1, 1900, G. B. Smith succeeding him, where he is now ready to attend to the many calls made upon him. Having commenced at the foot of the ladder, he has now nearly reached the top, and is running one of the best lines of business on the South Side, turning out very fine work, including breaking carts which have a world-wide reputation. He has filled orders from New York and other Eastern cities; also from London, Liverpool, Belgium and many other foreign countries. He is a member of Mizpah Lodge, No. 768; Blue Lodge, Delta Chapter, No. 191; Spartacus, No. 240, Knights of Pythias; and Apollo Temple of Maccabees, Uniformed Rank Division 3. This young man is an example of what close attention to business will do, and the success which attends it.

JULIAN E. SMITH.

Julian E. Smith, Superintendent of Motive Power for Messrs. Armour & Company, was born in Cincinnati, Ohio, January 19, 1862, and attended both the public and law schools, but because of ill-health left school to make a trip on an Ohio River steamer, of which his father was engineer. He took an interest in the profession, and adopted it, despite the objections of his father and other relatives to his following engineering for a livelihood. He was tutored by an ex-chief engineer of the United States Navy, and at the age of twenty-one secured a license as assistant engineer, and at twenty-five obtained a chief engineer's license, becoming Supervising Engineer of the United Magdalena Steam Navigation Company, at Barranquilla, United States of Colombia, South America. In 1889 he returned to the United States, and, on August 8, 1889, married Miss Annie B. Mercer, of Pittsburg, Pa. One son has been born to them. Mr. Smith installed the machinery in the first two electric railway plants that operated west of the Allegheny Mountains, viz: The Pleasant Valley Power Station, at Allegheny, and the station of the Duquesne Traction Company at Pittsburg. In November, 1892, he came to Chicago and in February, 1893, accepted the position as Master Mechanic for Armour & Company, Chicago, and subsequently was appointed to the position of Superintendent of Motive Power, with supervision over the mechanical work of the entire Armour interests.

JOHN H. SPENGLER,

Assistant City Engineer for Chicago, was born in Bethlehem, Pa., January 23, 1866; attended the public and parochial schools, and entered Lehigh University in 1882, graduating as Civil Engineer in 1886. He first worked for the Lehigh Valley Railroad and Coal Company, of Wilkes-Barre, Pa.; then came to Chicago March 6, 1887, and entered the employ of the Atchison, Topeka & Santa Fe Railroad Company on their terminals, remaining until December 15, 1888. On January 2, 1889, he became Assistant Engineer, in charge of tunnels and underground construction, for the Artesian Water Company, of Memphis Tenn., but resigned this position in May, 1890, to become Assistant Engineer in the Sanitary District of Chicago; resigned the latter in April, 1891, and returned to Memphis for the Artesian Water Company, finally becoming Assistant Engineer for the extension of their tunnel system. Again on August 15, 1892, he resigned his position at Memphis to accept that of Assistant Engineer for the Sanitary District of Chicago, but resigning this on September 1, 1895, became Assistant Engineer of the City of Chicago in charge of one of the sections of the new land and lake tunnel system. May 15, 1897, he was appointed Assistant City Engineer, in general charge of the division of all the tunnel, crib and pumping station construction, where he still remains. He has shown by his close attention to all the details of his work that he is well fitted for this important position. Mr. Spengler is a member of the Western Society of Engineers, and the Chicago Academy of Sciences. He married Miss Rose Cunningham in Chicago June 26, 1895, and two children have blessed their union.

EDWARD R. SPIES,

Engineer of Engine 56, Chicago Fire Department, was born in Chicago October 5, 1865; graduated from the Lincoln school, and after leaving school worked for Godfrey & Clark, paper manufacturers; then for Davis & Fairbank, dealers in creamery supplies; later for Felix & Marston, and the Adams & Westlake Company, until he joined the Fire Department June 15, 1891, beginning in the repair shop. Later he was assigned to Engine No. 14, and then to Engine 40; was promoted to Engineer December 7, 1894, and transferred to Engine 8; then to Engine 72 October 9, 1897; transferred to Engine Company No. 56 February 1, 1901, where he still remains ready for any call at the risk of life or limb. Mr. Spies was married to Miss Augusta L. Glander in Chicago June 16, 1888, and two children have been born to them, viz: Jessie G. and Edw. C. Spies.

JOHN A. SPOOR.

To be endowed with a keen insight into future contingencies, as well as a ready grasp of affairs; to perceive at once the right thing to do and, at the same time, know how to do it; to be capable of directing, both in general

and in detail, the vast and momentous interests of giant corporations—these are faculties possessed by few among millions, and he who has them is not permitted to sit apart and pass his days in drudgery and obscurity. The necessity or expediency of circumstances finds them out and elevates them to the position for which nature has fitted them. Thus has it been with John A. Spoor, President of the Union Stock Yards & Transit Company and of the Chicago Junction Railway.

For many years Mr. Spoor was well and favorably known to the railway world as the efficient General Manager of the Wagner Palace Car Company, and, on the organization of the Chicago Junction Railway Company, was elected to its presidency. This is a unique but important line, running from Whiting, Ind., to Blue Island, Ill., and from McCook to Franklin—its total length being twenty-five miles. It is a consolidation of the Chicago, Hammond & Western and the Chicago & Indiana State Line Companies, and leases various systems having a trackage aggregating 101 miles. The Stock Yards branch runs from Chappell, and is ten miles in length. The company owns more than 300 miles of main track and sidings, of which 150 are in and around the packing-house district, every road entering Chicago connecting directly with the Yards over this line. On January 17, 1900, Mr. Spoor was also elected President of the Union Stock Yards & Transit Company, succeeding the late Mr. John B. Sherman, who declined to serve after re-election. Mr. Spoor was also President of the International Live Stock Exposition, which opened at Dexter Park Amphitheater, December 1, 1900, and is a director in the National Live Stock Bank, as he was of the Union National previous to its consolidation with the First National, when he was re-elected to the directorate of the new organization.

Mr. Spoor was married in St. Louis, Mo., on February 12, 1888, to Miss Frances A. Samuel, and they have one daughter, named Caryl Russell.

JOHN CAMPBELL SPRAY, M. D.

Dr. John Campbell Spray was born September 21, 1845, in Bridgeport, Ind., a son of James and Elizabeth (Owen) Spray, both members of the Society of Friends. The father, who was a merchant in Bridgeport, died of cholera in 1854. Dr. Spray comes of old Revolutionary stock, his great-grandfather being Col. John Campbell, a native of Scotland, who was a noted buccaneer on whose head a price was placed, and who became a Colonel in the American Army during the Revolutionary War. Dr. Spray received his education in the common schools of Indiana, and at Earlham College, a Quaker institution near Richmond, Ind. After leaving college he entered the office of Drs. L. & C. H. Abbott, of Indianapolis, where he studied medicine for three years. In 1869 he came to Chicago and took up the study of general medicine and surgery in the Bennett

Medical College, from which he was graduated in the class of 1870. He began the practice of his profession but, seeking a wider range of knowledge, he later entered the medical department of the Northwestern University and there continued his studies. His office and library were destroyed in the great fire of 1871, after which he spent the following year in New York City in hospital practice.

Returning to Chicago he again entered the medical department of the Northwestern University from which he was graduated in the spring of 1873. He continued in general practice from that time until January, 1878, when he assumed the duties of Medical Director of the Cook County Hospital for the Insane, the Cook County Almshouse, and the obstetrical and general hospitals, his appointment having been confirmed by the Board of County Commissioners in the fall of 1877. He retained his position until September 1, 1882, when he was made Superintendent of the Insane Asylum. In 1884, owing to the changes in the political complexion of the Board, he was not re-appointed, but the year following was again installed as chief officer of the institution, continuing to serve in this position until 1889. After ten years of honest, faithful service, he retired from public life and has since given his time and attention to his private practice.

While he does not make a specialty of insane cases, on account of his long experience and thorough knowledge on the subject of insanity, he is frequently called upon for expert testimony in courts where questions of mental responsibility arise. Socially Dr. Spray is a member of Blair Lodge and Washington Chapter, A. F. & A. M., and the Oriental Consistory, A. A. S. R., in which he has attained the Thirty-second degree, and of the Medinah Temple of the Mystic Shrine. He belongs to only one club, the White Chapel. He is associated with various Chicago and Cook County Medical Societies. Dr. Spray was married in New York August 28, 1872, to Mary A., daughter of Dr. Robert A. Gunn, an eminent physician who came from Scotland. To Dr. and Mrs. Spray have been born eight children, five of whom survive. The Doctor is a man of great persistence, varied ability and untiring activity, who commands success where others might fail.

MASON L. STAPLES.

Mason L. Staples, farmer and Township Supervisor, Palatine, Cook County, Ill., was born at Palatine in 1854 and educated in his native village. His father, Lyman Staples, was a native of Bennington, Vt., where he was born October 23, 1816, and in 1840 located with his wife, Mary Staples (born September 21, 1820), in Palatine Township, Cook County. The subject of this sketch was first married to Clarentine E. Watters, and on April 5, 1889, to Alice E. Lambert. He is a Republican in politics, was Road Commissioner from 1894 to 1895, and was Supervisor from 1899 to 1902.

HENRY S. STEBBINS.

The high reward to be obtained in character and influence through a life of industry and probity, guided, and regulated by a sense of Christian obligation, is illustrated in the career of the late Henry S. Stebbins. A native of New York, he was born at Gowanda, Cattaraugus County, November 16, 1835, the son of Daniel and Asenath (Henry) Stebbins. He received his early education in the schools and academy of his native town and graduated from the State Normal School at Albany, N. Y., July 13, 1854, where he received a degree of honor for his excellent attainments in mathematics. After leaving the Normal School he engaged in teaching for several terms in the Sherburne Union and the Owego Academies, later being appointed one of the School Commissioners of Erie County, an office which he filled for six years, when he began the publication of county maps. He lived in Toledo, Ohio, for several years, where he was proprietor of a wholesale and retail bookstore. In 1878 Mr. Stebbins removed to Chicago and engaged in the map publishing business for about thirteen years.

March 20, 1861, at Lowville, N. Y., he was united in marriage with Miss Mary L. Phillips. In 1891 he retired from active business and thereafter spent much time in traveling in the United States, Mexico and Europe, and many valuable articles from his pen, on the scenes and incidents of his travels, gained a wide circulation. Among some of his letters deserving special mention were those from various parts of Europe, Egypt and the Holy Land, many of them being published in the "London Times," "Chicago Inter-Ocean," the European edition of the "New York Herald," and other papers.

In political opinion Mr. Stebbins was a staunch Republican, although not an active partisan. Shortly after removing to Chicago, he united with the Plymouth Congregational Church and became an active and devoted member. June 22, 1898, this worthy man succumbed to disease, and in accordance with his previous wish, his remains were laid to rest by the side of his father and mother in the beautiful cemetery overlooking his native village.

Mr. Stebbins' example, his sympathy and his active support were always on the side of humanity, and his efforts were all toward elevating the human race. He was a refined and high-minded gentleman, dignified and pleasing in his bearing, interesting in his conversation, and his manners always presenting a nature radiant with pleasantry. He was a friend highly prized by all who knew him, and his life was one of beneficence to the church, of inspiration and help to the community and of consideration and charity to the poor. A man of domestic tastes, he was never happier than when by his fireside with his affectionate and estimable wife, who still survives him.

PHILIP STEELE,

Assistant Engineer, West Side Pumping Sta-



Henry J. Stebbins

tion, was born in Johnson, Vt., June 19, 1865, attended the public schools until he was sixteen years old, and the High School at Concord, N. H., for four years, graduating from the latter on his twentieth birthday, June 19, 1885. Coming to Champaign, Ill., in 1885, he took a course in mechanical engineering at the University of Illinois, graduating there June 9, 1889, then came to Chicago, June 20, following, arriving at 8 o'clock, a. m., and, at 10 o'clock the same day, commenced work for the Walter A. Wood Harvesting Machinery Company, as expert on harvesting machinery. During the summer he traveled through Illinois, returning to Chicago in November, 1889, when he entered the employ of the Bouton Foundry Company as machinist, engineer, draughtsman and architectural iron estimator, later taking charge of their purchasing and shipping departments until June 20, 1891. Through the recommendation of President Bradley of the Bouton Foundry Company, he obtained a position with the Safety Car Heating & Lighting Company, of New York, having charge of all their business west of the Ohio River, and erecting several plants in Chicago and other cities for the Pintsch System of lighting cars. On January 15, 1893, Mr. Steele returned to the employ of the Bouton Foundry Company as city salesman, remaining until they retired from business in July, 1893. During the next two years he was in different lines of business until August 25, 1895, when the Civil Service Law went into effect in Chicago, and he was the first engineer to file an application under that law, taking examinations as they came along; was appointed engineer at the Hyde Park Police Station, December 23, 1895; became assistant engineer at the Seventieth Street Sewage Pumping Station, September 1, 1896; took the promotional civil service examination October 6, 1896, standing third on the list, and was transferred to Fullerton Avenue Pumping Station, November 6, 1896; remaining until October 2, 1897, when he was promoted assistant engineer of the West Side Pumping Works, where he still remains ready for any duty that may devolve upon him. Mr. Steele is a member of the Columbian Knights, Oriental Lodge No. 44, which is the third largest lodge in the order. He was married to Miss Hattie A. Morrison, in Urbana, Ill., February 11, 1891, and one daughter named Phyllis has blessed this union.

PETER STELLMANN.

Peter Stellmann (deceased), a prominent citizen of Orchard Place, Cook County, Ill., and late Postmaster of that village, was born near Hanover, Germany, August 13, 1840, the youngest child of Peter Stellmann, Sr., and at six years of age was brought by his parents to America, the family first settling in DuPage County, whence two years later they removed to Cook County, which remained the home of the subject of this sketch for the rest of his life. Here he was reared to manhood in the usual

manner of farmers' lads, acquiring his education in the common grammar schools and remaining with his parents until he attained his majority. In 1863 he was married to Miss Margaret Gollner, who had been in this country but a short time, and the young couple began life on a farm in Maine Township. Of this union there were five children: Emma, John, William, Louise and Charles. Mr. Stellmann's second wife was Miss Minnie Kade, and three children were born to them: Fred, Fredericka and Minnie.

In his political opinions Mr. Stellmann was a consistent and zealous Republican, and, at the time of his death, he held the office of Postmaster at Orchard Place, which he had occupied for five years. He was also the owner of a 98-acre farm, but for the previous ten years had been a resident of the village of Orchard Place, where he had conducted a general store and saloon. In his religious belief he was an Evangelical Lutheran, and maintained a reputation for integrity, courtesy and fair-dealing in his business and social relations, treating rich and poor alike. Mr. Stellmann's death occurred July 15, 1901.

JAMES STEWART,

Assistant-Engineer, West Side Pumping Works, Ashland Avenue and Twenty-second Street, Chicago, born in Manchester, England, Nov., 30, 1842, was educated at a local academy, and after leaving the academy, served his time as an apprentice with William Fairburn & Son, Manchester, remaining with them several years. In 1864 he came to this country on a sailing-vessel, the voyage consuming eighteen days. After his arrival on April 4th, he went to work for the Morgan Iron Works, later being employed at Wilkesbarre, Pa., and then at Stover's Machinery Works, New York, working on the Gun-boat "Tullahoma" until the boat was ready for service. Later he went to Waterbury, Conn., and there worked in a machine shop for a time, when he returned to England, arriving there on New Year's Day, 1866. Returning to New York, April 18, 1867, he worked for the Long Island Railroad Company for seven years, part of the time as foreman, and on February 20, 1874, went to the Quintard Iron Works, New York, and built the engine for the Gun-boat "Alliance," which was taken to Virginia and placed on board the boat by him; returned to New York, August 5, 1875, and January 12, 1876, came to Chicago and in the employ of the Quintard Iron Works, constructed the two engines for the West Side Water Works. The engines were started running in November, 1876, Mr. Stewart being appointed assistant-engineer and promoted to chief engineer in 1889, remaining in this position until May 1, 1894. On July 1, 1896, under civil service rules, he was appointed Inspector of Machinery for the Sewerage Department, continuing in this position until July, 1897. In October, 1897, he was certified as Assistant-En-

gineer by the Civil Service Commission, and assigned to the North Side Water Works; December 11, 1897, was transferred to the West Side Pumping Works, Ashland Avenue and Twenty-second Street, where he still remains. Mr. Stewart has shown during his long continued service his fitness for the position which he occupies, and which he has filled with credit, evincing his thorough knowledge of the business. He was married at Green Point, Long Island, on March 2, 1868, to Miss Mary A. Hill, and they are the parents of five children.

LEWIS W. STONE.

Lewis W. Stone, pioneer real-estate owner and capitalist, was born in Orford, N. H., November 4, 1816. Education was regarded as being one of the unattainable (and by no means indispensable) aims of life. Accordingly Lewis worked upon the farm with his father almost from his infancy, attended school for six months in the year during his early boyhood, and three months annually after he had gained sufficient strength to do the work of a youth. About the time of attaining his majority, with characteristic New England ambition, he sought a new field of labor. He secured employment at Troy, N. Y., and in one year, out of a compensation of ten dollars a month and board, had saved one hundred dollars, which he had loaned out upon interest. At the end of the second year he had become a capitalist in a small way, and might have followed his policy of accumulation still further had he not been summoned home because of his father's failing health. To few of its early pioneers does the present City of Chicago owe more than to the hardy descendants of the Pilgrim fathers who, in 1620, on a cold December day, planted the standard of personal liberty on one of the bare precipices of the New England coast. The children of these men, whose brains were ceaselessly active and whose sinews have been hardened by a victorious conflict with both rugged nature and the Aborigines, have never failed to infuse new ideas, fresh energy and unflinching courage into each community in which they have taken up their residence.

It is from such stock that Lewis W. Stone traces his descent. His father was Abijah Stone, a native of Worcester, Mass., one of whose progenitors, Gregory Stone, emigrated to this country from Somersetshire, England, in 1634. His mother was Mehitabel Gage, also a native of Massachusetts, who subsequent to her marriage, lived with her husband upon a hill-side farm in New Hampshire, where a scanty soil renders severe toil necessary to existence, and where energy is inhaled in the mountain air. On the slopes of the White Mountains, boys in those days learned to work before they had emerged from childhood, and young Stone formed no exception to the rule. In 1845, having grown dissatisfied with the business outlook at home, Mr. Stone started upon a prospecting tour, traveling as far west as

Illinois. Being favorably impressed with the natural advantages of the country in the vicinity of the present city of Elgin, he determined to emigrate thither. With this end in view he retraced his steps to New Hampshire, disposed of his farm and stock, and with his wife started upon his tedious, tiresome journey toward the valley of Fox River. On reaching Chicago, however, Mr. and Mrs. Stone determined to take up their residence in the infant city, although never dreaming of its future possibilities. He at once began to look about for some enterprise in which he might invest and increase the eleven hundred dollars which he had brought with him, and which constituted his entire pecuniary wealth. He decided to buy a lime kiln, then at a point outside of the city, but within the limits of the latter town of Bridgeport. Of the business itself he knew nothing; yet it seemed to promise fair returns, and he knew that "Yankee grit" and a close application to business would tell here, just as they have always told elsewhere. For two years he conducted the manufacture of lime, but in 1849, in common with a myriad of others, his brain became inflamed with the mania for "digging gold" in California. He did not know the privations of a miner's life, and it may be added that, had he comprehended them, his rugged New England temperament would not have shrunk from encountering them. Bidding his wife good-by, he returned to Boston, where he embarked to San Francisco, via Cape Horn. After a wearisome voyage of six months, he landed within the Golden Gate. His first objective point was the gold fields on the "American Fork" of the Sacramento River. The claim which he staked off proved reasonably remunerative, but that dreaded enemy of the gold-digger, typhoid fever, attacked him, and after his recovery, he found others in possession. Nor was the prospect alluring in other respects to one enfeebled by an insidious disease, and Mr. Stone resolved to return to Illinois. Leaving San Francisco in August, 1850, he reached New York in the autumn, his experience on his outward trip having satisfied him of the route across the Isthmus of Panama.

Upon his return to Chicago he began the manufacture of brick, furnishing this description of building material for many of the best known buildings of those comparatively early days. His enterprise proved successful, but his deep-rooted faith in the city's future development induced him to invest the profits of his business in real estate. Within a few years his interests in land became so considerable that he abandoned the manufacture of brick and engaged in the general real-estate business, to which he devoted his entire time and energy until his retirement from active pursuits a few years ago. With almost prophetic foresight of Chicago's growth, Mr. Stone bought largely on the South Side, beyond the then existing limits of the city, and the subdivision of a large tract

owned by him in the neighborhood of Jackson Park has, by its enormous returns, attested his business sagacity. Before it was placed on the market as city lots, Mr. Stone, to use his own language, "made a living from it" by using it as a market garden. It now yields a handsome income from rents.

Mr. Stone has always displayed a genuine public spirit, having been among the first to recognize the value to the city of the establishment of a system of improvements which might bid fair to be commensurate with Chicago's future needs. In that section of the city which he has himself opened up, he has taken especial pride in providing broad streets and handsome boulevards. In the facilitation of intra-mural transportation he has also taken a prominent part, and it was in no small measure due to his efforts that the property owners along State Street, between Lake and Twelfth, consented to the granting of a franchise to Chicago's first railway, on whose cars Mrs. Stone was the first woman to ride.

Mr. Stone's political affiliations are with the Republican party, being an ardent and uncompromising protectionist, while his religious creed is broad and humanitarian.

He was married to Miss Mary R. Gardner, of Lynne, N. H., on April 4, 1841, and resumed the avocation of agriculture (this time on a farm of his own) at Bath, in his native State. Only practical experience and wise management enabled him to add, each year, from the sterile soil, a little to his small savings. Since his retirement from business, he has traveled extensively with his wife both in this country and in Europe. Chicago owes a large debt of gratitude to her sturdy pioneers and to none more than Lewis W. Stone.

JAMES H. STOWELL.

Dr. James H. Stowell, physician, Chicago, was born in Delavan, Wis., April 29, 1854, the second son of Elijah and Lucinda (Bristol) Stowell, who were natives, respectively, of the States of New Hampshire and New York. On the paternal side his family were descended from the Stowells who came from England and became early settlers of the New England colonies. Dr. Stowell received his literary education in Beloit College, Wis., after which he took a three-years' course in the Chicago Medical College, now known as the Northwestern University Medical School, from which he graduated, receiving his degree of M. D. in June, 1881. He was President of the Chicago Medical Society for the year 1900-1901, being succeeded by Dr. Christian Fenger. He has also served as President of the National Association of Life Insurance Examiners, President of the Chicago Association of Life Insurance Examiners and Medical Director of the National Life Insurance Co., U. S. A.; he is a member of the Chicago Congregational Club; American Medical Association; Illinois State Medical Society; Chicago Medical Society; Mississippi Valley

Medical Society; Chicago Physician's Club; the Royal League; the Royal Arcanum; Columbian Knights, and North American Union; is also Professor of Medicine in Dearborn Medical College.

In religious belief Dr. Stowell is a Congregationalist and a deacon in the Plymouth Congregational Church; politically is affiliated with the Republican party. He was married in June, 1880; at Aurora, Ill., to Frances E. Beckett, who bore him six children, five of whom are living, viz.: Marion, Helen, Lucinda, James and Frances. Reeves Jackson, the fourth child, is deceased. Mrs. Stowell died in September, 1897.

JACOB STRADER.

Not to every man is it given to look back upon a well-spent life of more than three-score years and ten, crowned with a success won by unflagging industry, unwearying energy, unquestioned integrity and well-nigh unending hard work. Mr. Jacob Strader, one of the earliest and most successful dealers at the Union Stock Yards, is now in his seventy-eighth year, hale, well preserved, and vigorous in both mind and body. His life has been filled with honorable toil, the reward for which has been gained not only in financial success, but also in the affectionate esteem of those who know him best. He was born in Pickaway County, Ohio, not far from the City of Columbus, August 27, 1827. Inured to hard work as the son of a pioneer farmer, on leaving the district school which had afforded him his only educational advantages, he was well fitted both by physical strength and knowledge of the care of stock, to become a drover. In those early days that position was no sinecure. Riding on horseback at the head of a herd of cattle, accompanied by two assistants on foot, with a drove of hogs following behind, young Strader crossed and re-crossed the Alleghenies six times, the trips to New York averaging sixty days each. He began this work in 1848, and in 1854 removed to McDonough County, Ill., whence, for several years, he shipped cattle to the Chicago market, consigning them to the old Myrick yards on Cottage Grove Avenue.

Upon coming to Chicago in 1862 he resolved to engage in the live-stock commission business on his own account. For three years he was located at the Myrick yards, but on the opening of the Union Stock Yards in 1865, he obtained quarters there. In 1867 he entered into partnership with H. H. Cooley, and in 1869 Allan Gregory and L. R. Hastings entered the firm, the style then being changed from Strader & Cooley to Gregory, Strader & Company. In 1874, Mr. Strader withdrew from this firm to organize that of Jacob Strader & Sons, which is still successfully engaged in business at the Yards.

On September 23, 1851, Mr. Strader was married to Hannah Maria Dunn, and of this union there were eight children, five of whom are living.

WILLIAM F. STUBINGER,

Pipeman on Engine 56, Chicago Fire Department, was born in Buffalo, N. Y., June 11, 1864, was educated in the Benedict School, Buffalo, and came to Chicago in 1881, after which he worked as a finisher for the Riley Furniture Company and at his trade as decorator until 1887; then worked at the same trade in the Sherman House until January 8, 1891, when he joined the Fire Department as a stoker on Engine 58. In 1893 he went to the World's Fair Grounds and took charge of the Hook and Ladder Company on the Midway, and was at the cold storage fire, July 10, 1893. He was next transferred to Engine No. 30; in 1895, to Engine 33, and then to Engine 56; was on duty at the lumber yard fire and several other large fires in the down-town district. On July 29, 1892, he helped to save an old man from drowning in the Calumet River, being assisted by Engineer Charles H. Waters, of Engine 58 (Fire-Boat "Yosemite"). The boat caught fire while on the lake in a storm, and the company working hard to save it, finally brought it to the pier where Chief Swenie was waiting to receive them. He also worked in the South Chicago Salt Dock fire, where he put in over thirty-nine hours in continuous hard service. He has had many rescues and narrow escapes but no serious injuries. Mr. Stubinger was married in Chicago, November 26, 1884, to Miss Bertha Boerner, and four sons and one daughter have blessed their union, viz.: Frank, Walter, Willie, John and Clara.

WILLIAM G. STURM,

Truckman, Hook and Ladder Company, No. 20, Chicago Fire Department, was born in Chicago, November 14, 1868; was educated in the Graham, Douglas, Raymond and McClellan public schools, and after leaving school, went to work for the American District Telephone Company, remaining with them five years, doing all kinds of work from running as messenger boy to tending the regular lights. He then worked for Daw Brothers in their tin-shop for four years, and for Swift & Company until 1892; was next employed on the World's Fair buildings, until March 24, 1893, when he joined the World's Fair Fire Department, remaining there until the company was disbanded, December 31, 1893. Mr. Sturm had special leave from Captain Garvey for an "off." William Mahoney took his place, and went to the cold storage fire, and when the explosion occurred, he, with Frank Bielenberg, slid down the rope about forty feet, and then dropped about fifty feet to the roof of the main building. Both were severely burned, and Mahoney had both legs and his collar-bone broken. Mr. Sturm attended the cold storage fire and helped raise the ladder by which Captain Fitzpatrick was rescued from the roof. His company was the only one that had a line on the top of the tower. After the tower had fallen he was ordered to pull down the line that was burned in two. With M. Bonfield and others

he procured a hose and another pipe, and worked at the fire. He joined the Chicago Fire Department on Engine 80, April 14, 1897, and was transferred to Truck 20, August 11, 1898, where he still remains ready for any call to duty and danger.

Mr. Sturm was married in Chicago January 21, 1887, to Miss Bertha Spatholt, and four children have blessed their union.

DANIEL L. SULLIVAN,

Chief Engineer, Springfield Avenue Pumping Station, Chicago, was born in Kankakee, Ill., March 1, 1864, and educated in the public schools in that city. Coming to Chicago, in April, 1876, he entered the Cornell public school, after leaving which he commenced his apprenticeship as machinist with the Illinois Central Railroad Company, remaining eight years; then went to St. Louis and erected a cotton and linseed-oil mill for Robert B. Brown & Company, remaining there two years; then returned to Chicago and had charge of all of the Illinois Central Railroad Company's stationary and air-brake machinery for three years. He was appointed Assistant Engineer of the Sixty-eighth Street Pumping Works, May 8, 1889, retaining the position for seven years, when he resigned and went into the manufacture of castor-oil, but sold out the business in March, 1897. He was appointed Chief Engineer of the Sixty-eighth Street Pumping Works, May 20, 1897, remaining in charge until transferred to the Fourteenth Street Pumping Station, May 22, 1901, which is one of the largest and most complete of all the pumping stations operated by the City of Chicago. November 1, 1901, he was transferred to the Springfield Avenue Pumping Station, where he is still on duty. This is one of the most important stations in the city, having three triple-expansion Worthington engines, with a capacity of 20,000,000 gallons each in twenty-four hours, driven by six Scotch marine boilers each having 225 horse-power.

Mr. Sullivan was married to Miss Catherine E. Gibbons, in Michigan City, Ind., June 15, 1892, and three children have blessed this union. Mrs. Sullivan passed away, December 11, 1897.

THOMAS SUNDERLAND.

Thomas Sunderland, live-stock commission merchant, was born in Burlington, Iowa, March 5, 1839, and educated in the public schools. After leaving school, about 1856, he shipped cattle to New York from Burlington for some years. In 1859, in company with John H. Martin, he started for Pike's Peak, but on arriving twenty miles west of Fort Kearney, on account of so many returning from Pike's Peak in a starving condition, they concluded to return to Burlington, and Mr. Sunderland engaged in farming until the war broke out in 1861, when he was appointed sutler of the First Iowa Cavalry, remaining with them three years. In April, 1866, he came to Chi-

cago and commenced the live-stock commission business with M. G. Criswell under the firm name of Criswell & Sunderland, this partnership continuing for three years, when Mr. Criswell having retired from the firm, Mr. Sunderland's brother George joined him, and the style of the firm was changed to Sunderland & Brother, so remaining until John Wallwork entered the firm, and the style was changed to Wallwork & Sunderland. This was continued until George Sunderland went to work for Armour & Co. in 1880, and the firm was dissolved. Later the Chicago Packing Company hired Thomas Sunderland to buy hogs for them, and he remained in that capacity for five years, and then commenced business for himself. Mr. Sunderland was married to Miss Amelia Leffler in Burlington, Iowa, September, 1860. Three children have been the result of this union.

MRS. NANCY (BOYNTON) SUTHERLAND.

Mrs. Nancy (Boynton) Sutherland, Palatine, Cook County, Ill., was born in New Hampshire, both her parents, David and Sophia (Sawyer) Boynton, being natives of Meredith, in the same State. In childhood Mrs. Sutherland accompanied her parents to Illinois, her father settling, in 1838, in the town of Ela, in Lake County, but in 1843, removed into Cook County, where he engaged in stock-raising and farming. Mrs. Sutherland was married at her home in Lake County, November 29, 1843, to Mason Sutherland, who enlisted in 1862, became a Captain of Volunteers, and died in 1863. They had six children: Charlotte Maria (who died March 4, 1899), Edward H., Emma E. and Charles M. Julia May and Hattie Belle are deceased. Mrs. Sutherland's mother was born in Boston, Mass.

EUGENE SWEENEY,

Chief of Seventh Battalion, Chicago Fire Department, was born in Chicago in 1851; joined the Fire Department in 1876, and was made Lieutenant of Fire Engine in 1885, and promoted to Marshal of the Seventh Battalion in 1893. In common with many of his comrades, he has had many narrow escapes while engaged in the discharge of his duty. Probably the closest call he ever had was at the Field & Leiter fire, at Washington and State Streets in 1877, when the huge water-tanks fell on a number of the firemen, killing O'Rourke and, by subjecting Lieutenant Scharenburg to the intense heat, causing his death a few days later. Chief Sweeney was knocked prostrate, but not unconscious, on one of the floors, and his companions nearly drowned him in the effort to protect him from the approach of the flames. His bravery and geniality of character render him a fair example of the typical Chicago fireman.

DENIS J. SWENIE.

Denis J. Swenie (deceased), late Fire Marshal and Chief of Brigade, Chicago Fire De-

partment, was born in Glasgow, Scotland, July 29, 1834, and was educated in the public schools of his native city until he was fourteen years old, when in 1848 he came to this country, locating at Chicago. Young Swenie was a lad of fifteen years when on December 3, 1849, he entered the service of the Chicago Volunteer Fire Department. Before his first year of service was completed he had made an enviable reputation as a fire fighter. His first job was as runner for Hose Company No. 3, connected with Niagara 3, which was stationed at Kinzie and Wells Streets, and later on Red Jacket Engine No. 4. One of his first trips took him to a fire at Clark and Lake Streets, where he entered a burning building and carried out three women who had been overcome by smoke. The heroic beginning of his career as a fire fighter was but an index of the deeds that followed, and by the time he had come to his majority he was Assistant Chief of the department. In 1856 he was elected First Assistant Engineer. He still continued to do such excellent work that, in 1858, he was elected Chief Engineer of the Volunteer Fire Department. A bitter controversy arose about this time on the subject of a volunteer vs. a paid Fire Department, and Mr. Swenie met with great opposition in the work of reorganization, but he was elected as first Chief of the paid Fire Department and served until U. P. Harris was elected in 1859.

But Denis J. Swenie and Chicago had great possibilities yet unfolded. Before he had completed his first decade of service, and while still a young man in his early twenties, he was at the head of the Department, and only stepped back into secondary rank for a time because the sentiment and opinion of those in control at that day were not abreast with his progressive spirit and judgment.

The first steam fire engine tested and used west of New York was introduced into Chicago by Chief Swenie, February 5, 1858, and named "Long John," after Hon. John Wentworth who was Mayor at that time. The test occurred at the foot of La Salle Street and met with the approval of the citizens generally. In 1871 Mr. Swenie was foreman of Engine Company 14, (Fred Gund) and as such served through the great fire. He located his engine during the fire at Bateham's Mill, on Canal Street, south of Harrison. He was driven back to Harrison Street, and later to Van Buren St. It was during this fight that Chief Swenie was on duty forty-eight hours with no food except an apple.

In 1873 Mr. Swenie was appointed First Assistant to Chief M. Benner, on his recommendation. In August, 1875, the Board of Fire Commissioners was abolished and a Fire Marshal was appointed, called also Chief of Brigade. On the resignation of Chief M. Benner, July 16, 1879, Mr. Swenie was appointed acting Fire Marshal and Chief of Brigade, and continued until confirmed by the Council November 10, 1879, which position he continued to occupy

with great ability for many years, handling his brigade of about twelve hundred men during the excitement of a great fire with the precision and order of a well-trained army and, what was of great importance, he had the confidence and affection of all the members belonging to the Fire Department.

Mr. Swenie had enough hair-breadth escapes to turn the hair of an ordinary man white. He had been caught in falling buildings and several times placed in great peril. All in all, however, he was extremely fortunate, and never was seriously injured. His escapes were all the more wonderful, when it is remembered that he was always to be found in the front rank of fire-fighters, directing the work and exposing himself to danger as freely as any of his men. One of the severest accidents which the Chief ever met occurred at a fire, years ago, when his leg was broken. He was again injured in the destruction of a West Side elevator, and was thrown from his buggy while going to a fire, lighting on his head and shoulders. He frequently felt twinges of pain from the latter injury.

Chief Swenie was married to Miss Martha Toner of Chicago October 16, 1853, and they were blessed with a family of seven children: John (who died in infancy), Frank, Denis, Jr., James J., Mrs. W. H. Ebbert, Mrs. J. A. Sauter, and Mrs. J. W. Kirkley. This veteran fireman celebrated the fiftieth anniversary of his association with the Chicago Fire Department December 3, 1899, at his home, 36 Pearce Street, when six children and nineteen grand-children met and congratulated him upon his term of service for the city.

In the City Council Chamber, on Monday evening, December 4, 1899, the Golden Anniversary of Chief Swenie's connection with the Chicago Fire Department was notably celebrated by the members of the City Council and a committee representing the citizens of Chicago, who sought to pay honor to the veteran fire-fighter by presenting to the city an oil-painting by the noted artist, Frank L. VanNess. It is a life-size portrait showing the Chief in full uniform with white helmet, a sputtering hose beneath his feet, and an atmosphere of heat and smoke about him. In addition to being a splendid likeness of the Chief himself, depicting him in action, it also is an allegorical picture, the frame being a sort of epitome of the growth and service of fire-fighting in Chicago. Daniel D. Healy, President of Public Service, was the leader of the movement to thus honor Marshal Swenie and, being an old fireman himself, knew the value of the life-long service of the Chief. He could remember when he ran with the old Bucket and Fire Brigade and worked the old-fashioned hand fire-engines at fires in Chicago. He recalled the Chief's service in building up the paid Fire Department and the thorough manner in which he won his spurs and present high position among the citizens of Chicago.

In behalf of the citizens making the gift to

the city, William J. Hynes made the presentation speech. He said things about the Chief that would have caused him greater embarrassment than a 4-11 fire alarm in the top-story of the Masonic Temple. It was suspected by the modest fireman's friends that he had connived at the Hinman Street fire, to save him the temptation to turn the hose on the burning words of the speakers. In polished phrases Mr. Hynes spoke of the character of the man who had been fifty years in the Fire Department and for the last twenty years its Chief. The speaker said he was of the stuff of which heroes were made, and compared him to Dewey, Hobson and Wainwright. His character, Mr. Hynes said, was untarnished by any act of his own, and declared his was an example for municipal service everywhere.

Mayor Harrison accepted the picture on behalf of the city, and said Denis J. Swenie was not only a great fireman, but the organizer of the greatest Fire Department on the face of the earth. He said his father was prouder of no act of his, as Mayor, than the appointment of Mr. Swenie Chief of the Fire Department. The Mayor referred to the Chief familiarly as "Denny," and declared that he hoped that "Denny" might live another fifty years and still be the head of the Fire Department.

Alderman Alling arose and presented the following resolution:

"WHEREAS, Denis J. Swenie, Chief of the Fire Department of the City of Chicago, has just completed fifty years of active service as a member of said department, during twenty years of which he has held the office of Chief; and

"WHEREAS, In his every duty to the City of Chicago he has shown himself faithful and devoted in its service, and fair, honorable and progressive in conducting the affairs of his department, so that, through his efforts, it has become the pride of our city and the peer of any similar department in the world; and,

"WHEREAS, Public citizens of the City of Chicago have presented to the municipality a handsome portrait of the Chief of our Fire Department to signalize the completion of his half-century of service, and to serve as a lasting memorial of his long and brilliant administration; now, therefore be it

"Resolved, That the congratulations of this Council be hereby extended to Chief Swenie on this happy anniversary, and that our thanks be tendered to him for the high example which he has set of fidelity to public duty, with the hope that he may live long to give our Fire Department the energetic and constant supervision which his long experience has made so valuable to the city.

"Be it further resolved, That the thanks of this Council be, and they are hereby extended to the citizens of this municipality who have so kindly and generously presented to the city the portrait of the Chief, and that the gift be formally accepted in behalf of the City Council.

"Be it further resolved, That the Mayor be,

and he is hereby empowered and directed to appoint a special committee of five members of the City Council, whose duty it shall be to guard said painting from harm, and permanently locate the same in a suitable place, where it may be enjoyed by the present and future generations.

"Be it further resolved, That these resolutions be spread upon the minutes of the Council, and an engrossed copy be sent by the Chief Clerk to Chief Swenie."

Which were, on motion, duly adopted by a rising vote.

His Honor, the Mayor, then appointed the following committee in accordance with the foregoing resolution: Alderman Alling, Powers, Brenner, Math and Werno.

Alderman Neagle then arose and presented the following order:

"ORDERED, That the City Council spread upon the records its vote of confidence in the eminent ability and sterling integrity of Fire Chief D. J. Swenie, who has successfully fought our fires for fifty years."

Which was, on motion, duly passed.

This painting is now located in a prominent place in the Council Chamber, Chicago.

The Illinois State Firemen's Association, assembled in annual session at Princeton, Ill., January 10, 1900, presented Chief Swenie with a gold medal in honor of his completion of fifty years in the fire service. The presentation speech was made during the afternoon session by B. F. Staymates, of Clinton, the statistician of the Association, who paid Chief Swenie high tribute for his long and effective service. Mr. Swenie, in his response, said that he was prepared for anything in the line of duty much better than he was for the kind words that had been spoken of him.

Chief Swenie joined the Fireman's Benevolent Association, October 15, 1863, and became a life member March 18, 1884, thus being identified with the Association for more than thirty-six years. The city of Chicago is grateful for the skill, genius and daring manifested by the historic head of its Fire Department. The well-earned position which he attained was proof of the people's confidence and a mark of their high esteem. The notable career of Chief Swenie was terminated by his death at his home, 536 Jackson Boulevard, Chicago, February 6, 1903.

JOHN TANGNEY,

Captain Engine Company 91, Chicago Fire Department, was born in Castle Island, County Kerry, Ireland, December 9, 1839; was raised in the parish of Scartaglin, Ireland, and attended the district and public schools in the latter place. After leaving school he worked on his father's farm, called "Gurtacapule," remaining there until the age of twenty years, when he went to London, and later to Liverpool, where he worked at ship-building and boiler-making for about three years. He then went to Bris-

tol, England, where he remained about one year, when he returned to London, and there worked in the Dapford Government dock-yards, remaining there until the blowing up of Clarendville prison by the Fenian Brotherhood. As all Irish then working in the employ of the British Government were under suspicion, he then emigrated to the United States. Captain Tangney came from Liverpool to America on the steamship "Manhattan," arriving in New York February 25, 1868, thence coming to Chicago, where he arrived March 18, 1868. He commenced work for the Chicago Gas Light and Coke Company, remaining there until October 8, 1875, when he was appointed upon the Chicago Fire Department, commencing on Hook and Ladder Company No. 4, under Captain Louis Flene; was transferred to Hook and Ladder Company No. 2 in April, 1877, with Captain C. G. Anderson; then to Hook and Ladder Company No. 1, with Captain Rollin G. Harmon. His subsequent transfers have been: to Self-propelling Engine Company No. 10; from there back to Hook and Ladder Company No. 1, under Captain F. A. Pundt; then to Hook and Ladder Company No. 3, under Captain Norman Holt; to Chemical Engine No. 4, on Dearborn Avenue; to Engine 30, under Captain A. L. Schubert; to Hook and Ladder Company No. 10 June 1, 1886, under Captain David O'Connell; promoted to Lieutenant January 1, 1887, and to Captain January 1, 1890; was assigned to Hook and Ladder Company No. 13, Jefferson; transferred to Hook and Ladder Company No. 10 August 31, 1896; to Engine No. 89 November 24, 1900, and on July 1, 1901, to Engine No. 91, where he still remains.

Captain Tangney had honorable mention in General Orders No. 3, August 1, 1881; No. 8, October 2, 1882; and No. 13, April 5, 1889; also, while on Truck 10, by General Order No. 1, January 31, 1900, for rescuing five men at a fire at 407 Wells Street, on January 23, 1900. He has had many close calls, but no serious accidents; has always been ready to respond to the orders of his superiors when ever and wherever duty called, and the height of his ambition is to work for the best interests of the Department in every respect. In all these years he has never lost a day's pay. Captain Tangney was married in London, England, to Miss Mary O'Connor July 23, 1865, and eight children have blessed their union, five of whom are now living, of whom James F. and Michael J. were born in England; John J., Mary E. and Jeremiah J. were born in Chicago.

ROBERT LAFAYETTE TATHAM.

Robert L. Tatham, son of William Henry and Eleanor (McWhorter) Tatham, was born July 29, 1849, at St. Omer, Decatur County, Ind. William Henry Tatham, the father, first saw the light and grew to manhood in Accomac County, Va. The parents of his mother were descended from old Virginia stock, and settled in Clinton County, Ohio, where their daughter

was born. Robert L. Tatham attended a common school in Clinton County, Ohio, most of his childhood being spent on a farm. He had the great misfortune to lose his mother while he was yet but a youth, and the home being broken up, in accordance with a request made by his mother before her decease, he went to reside with his grandparents, whose home was two miles north of Wilmington, Clinton County, Ohio. These relatives also died, and again the lad had to find a new home. This time it was with his uncle, John McWhorter, who opened his heart and home. The grim death-angel seemed determined to close every avenue of happiness which opened to the orphaned boy, for the uncle soon died also. Then young Tatham lived a short time with a brother, George M., who resided at Hazel Dell, Cumberland County, Ill., but soon went to Macomb, Ill., then to Kansas, and to Morris, Ill., in 1869. Feeling the necessity for a broader education, Mr. Tatham took a course in a commercial college in Cincinnati, clerking as time would permit in a dry-goods store. Then he began the study of law, reading with Mr. Edwin Sanford at Morris, Ill., for a period of two years, being at length admitted to the bar before the Supreme Court at Ottawa, Ill., when he immediately entered a law office in the Metropolitan Block, Chicago. His first brilliant success was gained by the ease and skill with which he conducted an important commercial transaction in London, for the firm of Fraser, Chalmers & Co., in whose interests he remained abroad for an entire month. Soon he became noted for being possessed of a rarely clear insight, as well as, for being active and punctual in all matters connected with his profession. He was often selected to settle estates and to untangle knotty problems which required tact and accuracy. Asked by an acquaintance to what he attributed his success as an attorney, he immediately replied: "Because all who know me in Chicago know also that if I make an appointment I will always be on hand to the minute." From early manhood this trait had been very prominent in young Tatham's character, and it appeared to increase with the years until it formed a strong element of his success. On the 25th of November, 1874, Mr. Tatham was married to Miss Anna Grant, daughter of Judge Grant, of Morris, Ill., and two children were the result of this union: Anna and Florence, both of whom are living. Mr. Tatham's second marriage was with Miss Augusta Bell, of Chicago, on December 25, 1885. Two children were born to them, Robert L. and Ethel. Although of a kindly and charitable disposition, Mr. Tatham did not affiliate with any church or sect. His deeds of kindness were very numerous and are graven on the hearts of the recipients. So far as his politics are concerned, he was a Democrat, but he had little to do with party machinery or management. Mr. Tatham was prominent among secret society workers, having held offices at various times and being a Thirty-second

Degree Mason. He was one of the founders of the Illinois Club of Chicago, and continued as a director of this body for many years. He joined Cedar Lodge, 124, Orient Chapter, and Blaney Commandery, No. 5, at Morris, Ill. (all Masonic bodies), and affiliated with similar organizations in Chicago, becoming presiding officer of Cleveland Lodge, A. F. & A. M. He had taken the Scottish Rite Degree and was well known in Masonic circles, being certain of a hearty welcome from members of the various fraternities wherever he appeared.

Death loves a shining mark, and Mr. Tatham was not spared. He died April 23, 1902. His wife of the second marriage and four children survive him, counting the legacy of Mr. Tatham's love, life and example a most precious inheritance.

WILLIAM THIEMANN.

William Thiemann, farmer, ex-member Illinois State Legislature, Arlington Heights, Cook County, Ill., was born in Ebstorf, Hanover, Germany, February 11, 1849, the son of Joachim and Margaretha (Hinrichs) Thiemann, the former a native of Ebstorf and the latter of Barnsen, Hanover. In 1857 he came with his parents to America, arriving in September of that year, the family locating in Lombard, Du Page County, Ill. Mr. Thiemann was educated in his native country and in Du Page County, and on March 1, 1867, came to Elk Grove, Cook County, where he resided until November, 1898, when he removed with his family to Arlington Heights, his present home. June 21, 1872, he was united in marriage to Sophie Tonne, who was born and educated in Elk Grove Township, Cook County, and they have had five children: W. E. Thiemann, Pauline, Martha, Mathilde and Ella. He is a Lutheran in religious belief and in politics an earnest Republican; while a resident of Elk Grove served three years as Commissioner of Highways; for fourteen years was Township Treasurer and for a like period Justice of the Peace. In November, 1890, he was elected a Representative in the State Legislature from Cook County, and re-elected for four consecutive terms, serving in all ten years. On April 25, 1901, he was appointed by Governor Yates Live Stock Commissioner, serving for a term of three years. A farmer by occupation and of sturdy German-American character, Mr. Thiemann has achieved success as a business man, and has won the respect and confidence of his fellow-citizens as their representative in public affairs.

CHARLES G. THOMAS.

Charles G. Thomas is a prominent live-stock dealer at the Union Stock Yards, Chicago, and commands far more than an ordinary degree of the confidence of his patrons, who have learned by experience his sterling and genuine character, his honest worth and his straightforward integrity. Mr. Thomas was born at Nunda, McHenry County, Ill., October 18, 1845, and was

educated in the McHenry County schools and at the Bryant & Stratton Commercial College, Chicago. He acquired a good practical knowledge of business forms, and in 1876 became a resident of Chicago. Here he secured employment with Hall, Patterson & Company, at the Union Stock Yards, as bookkeeper and cashier. In 1880 the firm became Patterson Brothers & Company, and Mr. Thomas one of the partners. On the death of A. L. Patterson, May 30, 1895, the firm became Patterson, Starrett & Company. When F. D. Patterson died, September 8, 1899, the firm name was changed to Thomas, Starrett & Company, and under his fostering care it has taken on new life and vigor. Mr. Thomas was married at Geneva Lake, Wis., September 9, 1866, to Miss Mary Hughes.

JOHN B. THOMAS.

John B. Thomas, attorney-at-law, is a native of Ohio, born in Darke County, that State, June 29, 1849, the son of John and Abigail (Carter) Thomas, being descended from an old Virginia family of that name, who traced their lineage back to the Pilgrim Fathers who came to America in the Mayflower. His father settled near Union City, Ohio, and the subject of this sketch received his early education in an old log school house, afterwards receiving private instruction in a classic and scientific course. His grandfather was a soldier of the Revolutionary War, and his father of the Black Hawk War, and in the spring of 1865, John B., being then in his sixteenth year, enlisted in Company H, One Hundred and Fifty-fourth Indiana Volunteer Infantry, serving in the campaign in the Shenandoah Valley which contributed to bringing the war to a close by the fall of Richmond. The father, who was a shipbuilder, is said to have built the first steamboat which ran on the Ohio River. The opportunities of the son for acquiring an education were limited, but as soon as he was able he began teaching, and, at eighteen years of age, commenced the study of law with Judges Allen and Meeker, of Ohio, and was admitted to the bar in Ohio and Indiana in 1869, entering at once upon the practice of his profession in his native town. He practiced in the courts of Indiana and Ohio with good success until January, 1873, when he moved to Chicago. Here he soon became known among the business men at the Union Stock Yards, for a time was assistant editor of the "South Side Record" and, in 1875, was appointed by the Trustees of the Town of Lake to prepare a revised edition of the Town Ordinances, and also served for four years as Town Prosecutor. About this time he bought for G. F. Swift the Moore packing-house, which became the nucleus of the great Swift packing concern, of which he was the legal representative for many years. In 1879 he became Police Magistrate for the Stock Yards district, which position he occupied for one year, and was afterward elected to the same office for a term of four years. Mr. Thomas is a zealous fraternalist, and, in 1878,

was raised to the sublime degree of Master Mason, later becoming a Royal Arch Mason, Knight Templar and, in 1884, a Noble of the Mystice Shrine; is also affiliated with the Order of Independent Foresters, in which he has held several prominent positions; is a charter member of Star Lodge of the Ancient Order of United Workmen, of which he has been representative in the Grand Lodge; and charter member of the Union Legion, No. 29, Select Knights, of which he has been Select Commander and representative to the Grand Legion. Although not a member of any church, he was one of the leading promoters and a member of the building committee in the erection of the Union Avenue M. E. Church in the Stock Yards District. Judge Thomas, as he is known, was married February 16, 1871, to Miss Mattie Hall, of Springfield, Ohio.

ROBERT A. THOMPSON.

Robert A. Thompson is one of the many successful business men who engaged in the live-stock trade in Chicago at an early day. Like the shoemaker, he has "stuck to his last," and his industrious and useful career has been crowned with a very substantial success, not only in the accumulation of an ample competence, but in the esteem and kindly regard of all with whom he has been associated. Mr. Thompson was born in Newcastle, Lawrence County, Pa., August 22, 1833; was educated in the public schools, and when his school days were ended, worked on the farm until 1866. During that year he began buying and shipping cattle from Newcastle to Pittsburg, a business which he soon found very profitable and satisfactory, so much so that in January, 1867, he removed to Chicago, where he engaged in buying cattle at the Union Stock Yards, shipping them to Eastern markets. He later associated himself in this line with John Teufel, and the two continued in business together for eleven years. This partnership having been dissolved, Mr. Thompson has continued in business alone to the present time. He understands the markets thoroughly, buys boldly and judiciously, and has been very successful in all his transactions. Mr. Thompson was married in Newcastle, Pa., December 10, 1864, to Miss Theresa Wilson, who died the following April. June 8, 1875, he was married in Cleveland, Ohio, to Miss Elizabeth R. McCrea, and two sons have been the result of this union.

WILLIAM H. THOMPSON, JR.

Many men devote a lifetime to a single pursuit, yet do not all succeed. Some lack intelligence; others natural aptitude; others patient application to duty; and yet others fidelity. It is the combination of all these traits that enable a man to win fortune and renown in his chosen avocation. Entrusted for many years with the management of interests of high importance, Mr. William H. Thompson, Jr., has not been found wanting in any of those mental or moral

qualities essential to success. He was born July 4, 1842, at Valatie, Columbia County, N. Y.; at the age of thirty-one took up his residence in Chicago, and in 1873 entered the employ of Mr. W. H. Monroe, then a large shipper of live stock to Buffalo, Albany and Boston. At the present time he is head cattle buyer for the O. H. Hammond Company, one of the four largest concerns of its character in the country, having branches at Omaha, Neb., and St. Joseph, Mo. In 1888 Mr. Thompson was elected President of the Live Stock Exchange, which office he yet holds through repeated re-elections. This circumstance well attests not only his personal popularity, but also his business qualifications and the able manner in which he has discharged the onerous duties of the position. His home is in the Town of Lake, in whose welfare he has always taken a lively interest; has served as President of the Town Board and was a member of the Board of Education in 1890. He is a Mason of high rank, being a member of Mizpah Lodge, A. F. & A. M.; Delphi Chapter, R. A. M.; Chevalier Bayard Commandery, K. T., and Oriental Consistory.

Mr. Thompson's genial, social nature, unflinching courtesy and high sense of honor have made him a universal favorite in his very wide circle of acquaintances. He was married to Jane Churchill, at Pittsfield, Mass., November 13, 1867, and the issue of this marriage has been two daughters: Mary C., who is now the wife of Wm. E. Watt, and Emily, who resides at home.

JAMES A. TIERNEY,

Chief Fire Department, Armour Stock Yards, was born in Chicago, May 15, 1855, and was educated at the Carpenter public and Brothers' schools. After leaving school he was employed in the Coan & TenBroeke carriage works for eleven years; then worked in D. J. Wren's carriage works for one year. He joined the Fire Patrol No. 1, July 14, 1879; was promoted to Lieutenant in 1881, and transferred to Patrol No. 4, Union Stock Yards, and promoted to Captain in November, 1881, remaining in that position for seven years. In 1888 he was appointed Chief of the Fire Department for Armour & Co., which consists, besides himself, of a Lieutenant and eight men. For apparatus they have 480 fire axes, 250 chemicals, 22,000 feet of hose, and four fire pumps with a capacity of 20,000 gallons per minute. For their water system they have a set of reservoirs, containing in the aggregate about 5,000,000 gallons of water, supplied from thirteen artesian wells, which are required to keep the reservoirs full. Except in case of an extra large fire, the supply affords ample protection. These reservoirs are connected by a 48-inch conduit, also have a 10-inch opening from a 24-inch city main and another from a 16-inch city water main, to be used in case of an extra large fire.

Chief Tierney has had many narrow escapes during his life as a fireman. By jumping through a window he narrowly escaped being

smothered by the fumes of saltpeter at Fowler's packing-house, but otherwise has suffered no serious injuries. He is noted for his pluck and bravery and for his genial disposition, and is held in high esteem by his friends and associates. He was married to Miss Mary Gallagher in Chicago November 8, 1881, and six children have blessed their union.

FRANK M. TIMMS.

Among the many men doing business at the Union Stock Yards whose names are synonymous with success attributable to sagacious foresight, unwearied industry and fair-dealing, none stands higher than that of Frank M. Timms, who has devoted thirty years of hard work to the building up of the successful livestock business with which he has been through all that time connected. He was born at Moscow, Mich., February 25, 1859, and received his educational training at Hillsdale in the same State. He was a youth of nineteen years when, in 1874, he entered the employ of the old firm of Mallory & Brother at the Yards, with which he continued until it was succeeded by the firm of Mallory & Son. He was retained in the employ of this new concern, and there remained until the formation of the Mallory, Son & Zimmerman Company. In this house he was admitted to partnership, and made Secretary of the company. When this corporation was succeeded by the Mallory Commission Company, he was elected Secretary of that organization, which responsible position he yet fills. On October 8, 1883, Mr. Timms was married to Miss Mabel A. Branch, at Hillsdale, Mich., and they are the parents of two daughters. In private life Mr. Timms is generous, affable and whole-souled, richly deserving the warm regard and genuine respect of his wide circle of friends.

FRANK BASSETT TOBEY.

Frank Bassett Tobey, merchant and manufacturer, was born at Dennis, Cape Cod, Mass., September 15, 1833. He is a lineal descendant of Elder William Brewster, of the Mayflower, and Thomas Prince, Governor of Plymouth Colony. The farm on which he was born was awarded by Plymouth Colony to his ancestor, Capt. Thomas Tobey, in 1675, for services rendered in the King Philip War, and has been in the family ever since through inheritance, being now owned by Mr. Tobey. His mother was Rachel Bassett, whose ancestor, William Bassett, came to America in the ship Fortune, the next ship following the Mayflower.

The subject of this sketch worked on the farm in summer and attended school in winter until he was eighteen years of age. For the next five years he held a position as clerk in the village store and postoffice. At an early age he became interested in the anti-slavery movement, and at the age of twenty-two, when the Republican party was being organized, wrote the call and served as secretary for the first Republican convention ever held in his native

town. He was also elected delegate to the State convention, but declined on account of his youth. At that time the Republicans were represented by a small minority, but eight years later every vote in the town was cast for Abraham Lincoln.

In 1857 Mr. Tobey came to Chicago, where, a year before, his brother Charles had started a furniture business on State Street, south of Van Buren, in a small store 20 x 60 feet. The next year the partnership of Charles Tobey & Brother was formed, and their store room space doubled by the addition of the adjoining store. At this time the young men did all their own work, and by close attention made the business prosperous. Their conservatism and economical methods enabled them to weather the panic of 1857 to 1860. The large increase of business in 1859 required larger accommodations, which they found at No. 72 State Street. They afterwards removed to 82 Lake Street, and, in 1866, to a new building erected especially for them at 77-79 State Street, being business pioneers on that thoroughfare. In 1870 in connection with F. Porter Thayer, they organized the Thayer & Tobey Furniture Company. The great fire of 1871 destroyed their building and stock, and, in common with most Chicago firms, they suffered severe loss. With characteristic energy they improvised a salesroom at their west-side factory, which had escaped destruction, and before the fire had ceased its ravages they had taken an order to furnish the Sherman House (now the Gault), which order was completed in seven days. In 1873 they occupied the Clark building, corner of State and Adams Streets. In 1875 the Tobey Brothers bought out Mr. Thayer's interest and the firm name was changed to The Tobey Furniture Company, Charles Tobey being President, and Frank Vice-President and Manager. In March, 1888, the company occupied the Drake Building, corner of Wabash Avenue and Washington Street. The manufacture of high-class hand-made furniture for their own trade is a feature of the business, which has grown beyond anticipations, the quality of the goods produced being equal to anything in the world. In September, 1888, Charles Tobey died and Frank became President of the company. In 1890 they doubled the capacity of their ware rooms by renting the adjoining building.

Mr. Tobey has thus seen the business of the firm, beginning in a little store of 1,200 square feet in 1857, grow to its present magnificent proportions, requiring for the transaction of its business 143,000 square feet of floor space, and its trade extending to every State and Territory in the Union, with occasional foreign shipments. In fact, it is without doubt one of the largest and most widely known furniture houses in the world. Mr. Tobey is ably assisted in the management by Mr. A. F. Shiverick, Vice-President, and Mr. George F. Clingman, Manager. Outside his business, Mr. Tobey has taken a lively interest in and contributed

largely to philanthropic and charitable enterprises. He is President of Board of Trustees of Rush Medical College; President of the Bureau of Justice; President of Society for Ethical Culture, and Treasurer and Director of Illinois Children's Home and Aid Society. The distinguished qualities in Mr. Tobey's character, and which have won for him universal respect, are his integrity, his charitableness and his high sense of justice.

JAMES J. TOBIN,

Captain Engine 61, Chicago Fire Department, was born in Chicago, December 19, 1856, and educated in the Haven and Jones public schools. After leaving school he worked at Reid's Planing Mill, and later drove a team for himself. He joined the Chicago Fire Department in 1877 as watchman on Engine 19, and was assigned to Engine 1, as pipeman; was promoted to Lieutenant and transferred to Engine 10; was promoted to a Captaincy January 3, 1891, and transferred to Engine 61. Captain Tobin, in common with his fellow firemen, has had many hair-breadth escapes, among them one when he was on Engine No. 1, at a fire in Meyer's Mill, on Clinton and Mather Streets, where he was covered with debris and thought to be dead for about ten hours, but was rescued, having no bones broken. He was laid up, however, for several weeks in consequence of injuries received. At the Academy of Music fire, when over the scenery, he jumped onto the stage and was slightly injured. He was thrown from his engine by a collision with an electric car at Fifty-seventh Street and Wentworth Avenue, and was badly cut on his face and eyes, and laid up for repairs about three weeks.

REV. JAMES TOMPKINS, D.D.,

Superintendent of the Congregational Home Missionary Society, was born in Galesburg, April 6, 1840. His father, Deacon Samuel Tompkins, was one of the founders of Galesburg, Ill., being a member of the committee which came from New York, in 1835, to select a site for an institution of learning and, incidentally, to establish a colony in the "Wild West." The committee entered a township of Government land and platted a village in its center, in the name of Knoxville College. Tompkins Street, on which is located the Knox Female Seminary, is named in honor of this pioneer. Samuel Tompkins was a native of Rhode Island, and his wife, Mary Grinnell, was born at Paris Hill, Oneida County, N. Y.

James Tompkins, the subject of this sketch, spent his early years in his native place, studying in the public schools until 1854, when he entered the preparatory department of Knox College and graduated from that institution in 1862, receiving the degree Master of Arts in course. In 1867 he graduated from the Chicago Theological Seminary, and in 1888 received the honorary degree of Doctor of Divinity from Illinois College. During his preparatory and

college courses, he maintained himself by teaching, and the year of his graduation, at the age of twenty-two, took charge of the Elmwood Academy at Elmwood, Ill., continuing here two years. At the end of that period a regular system of graded schools having been established by the town, the Trustees of the Academy decided to merge the institution into the Public High School. The organization of the graded and the establishment of the High School was a task assigned to Mr. Tompkins, and faithfully carried out by him.

While he was a student at Knox College the call of President Lincoln was issued for 75,000 men to put down the rebellion, and a company was enlisted at the college, Mr. Tompkins being among the first to volunteer. As there were so many enlisting throughout the State, the Captain went to Springfield to urge the acceptance of the company by Gov. Yates, but the mission was unsuccessful, and thus several good soldiers were spoiled in the making of some good ministers. After resigning his position, in June, 1864, he was enabled to give his services to the country by joining the United States Christian Commission, which did such valuable work for the "boys in blue," in camp, in hospital and on the battlefield. He remained in the service until the close of the war.

Mr. Tompkins was ordained to the work of Gospel ministry, April 24, 1867, in the Congregational Church at Prospect Park (now Glen Ellyn), and entered upon the duties of the Congregational pastorate, serving jointly the church at Prospect Park and the First Church of Christ in Babcock's Grove (now Lombard), Ill. On visiting Minnesota for rest and recuperation, he was engaged as stated supply of the Congregational Church at St. Cloud, and from there was called to the pastorate of the First Congregational Church of Minneapolis. After three years' residence in Minnesota, he found it necessary to seek a milder climate; so he resigned his charge at Minneapolis, and accepted a call from the Congregational Church at Kewanee, Ill., serving as pastor there over six years. He was chosen by the General Congregational Association of Illinois, in May, 1878, after several balloting, General Superintendent of the Congregational Home Missionary Society of Illinois, and entered upon the duties of his office in July, with headquarters at Illinois, and is still occupying that position. He has introduced several new methods in the prosecution of the work and awakened a deeper interest and more hearty co-operation in all the Churches, the most important of which was the employment of able men as State evangelists.

Mr. Tompkins was married in Oak Park, Ill., to Miss Ella A. Kelley, on September 8, 1869, and they are the parents of four children, viz: Roy James, Mabel Ellen, William C. and Seeley Kelley.

JOHN R. TOWLE.

Great results frequently have their inception

in small beginnings. The monarch of the forest has its beginning in the tiny acorn, and the majestic river, broad of bosom and swift of current, has its origin in the mountain spring. So in the world of human life and effort, "the race is not always to the swift nor the battle to the strong," and in democratic America, the poor farmer's boy, unaided by aught save brains, honesty, perseverance and pluck, not infrequently becomes the millionaire. John R. Towle was born upon a farm near Jackson, Mich., Nov. 5, 1842, but after reaching the age of eleven years, was reared in Wisconsin, growing to manhood in the counties of Juneau and Walworth. At the outbreak of the rebellion he was a student at Point Bluff College, when his patriotic impulses prompted him to lay aside his books and enlist in Company K, of the Sixth Wisconsin Infantry commanded by Rufus R. Dawes. This regiment, under command of Colonel Culler, formed a part of the famous "Iron Brigade" lead by General George Gibbons, later by Gen. E. H. Bragg, through many a hard fought campaign. As the result of a severe wound received at the second battle of Bull Run, Mr. Towle was honorably discharged on January 1, 1863.

Returning to Wisconsin, he took a course in the Milwaukee Commercial College, and, on New Year's Day of 1864, opened a general store at Mauston, the county-seat of Juneau County, but removed to Sparta in the spring of 1865. Owing to the rapid decline of merchandise after the close of the war, financial disaster overtook him and, in two years, he was forced to make an assignment. He met an indebtedness of \$66,000 by a payment of ninety-five cents on the dollar, and, on May 10, 1866, found himself in Chicago, with a cash capital of not more than ninety dollars. Within three days' he found employment with W. F. Foster & Company, wholesale dealers in notions, with whom he remained for two years. He then spent a year with S. D. Jackson & Company, and three years with D. W. & A. Keith, and in 1873 engaged with the wholesale house of Carson, Pirie, Scott & Co., as general salesman, continuing in their employ for eighteen years. Meanwhile Mr. Towle had invested largely in real estate in Woodlawn and Hyde Park, time having since abundantly justified his business judgment. When he first went to reside in Woodlawn in 1882, the little suburb could boast of a population scarcely exceeding one hundred inhabitants per square mile. He has had his home there long enough to see the population grow to 40,000, streets paved, an admirable system of sewerage constructed, vastly improved transportation introduced, and numerous other improvements made. In the promotion of all these reforms he has been an active and efficient factor.

Mr. Towle is a member of George H. Thomas Post, G. A. R., and of the Western Division of the Army of the Potomac. He was the founder of the Woodlawn Park Club, serving as Presi-



Chas. C. Turner

dent the first two terms after organization. Mr. Towle's wife's maiden name was Mary N. Thompson. They were married at Mauston, Wis., on January 1, 1864, and have been the parents of three sons, and one daughter. Only the daughter now survives. Mr. Towle is a Republican, having cast his first vote for Lincoln in 1864, and has taken an active part in the affairs of his party ever since.

CHARLES CORNING TURNER.

Charles C. Turner (deceased) was born in New York City December 6, 1854, the son of Moses and Helen (Fitzgerald) Turner. His father was a commission merchant, and, for a time, a hotel-keeper near Oswego, N. Y., and related by descent to the Corning family, of which Erastus Corning of Albany was a conspicuous member. Mr. Turner was the only child of his parent's family who lived to maturity, and his mother having died when he was eleven years of age, and his father having become partially paralyzed soon after, he afterwards devoted his entire time to the care of the latter until his (the father's) death, which occurred when the son had about reached his majority. As a consequence the son had little opportunity of acquiring an education in the schools, but gained much general information by wide reading and by travel with his invalid father. After his father's decease, Mr. Turner conducted a small store for some time in Albany, N. Y., but about 1880 came to Chicago, where he obtained his first employment with the Durham Tobacco Company, first as office man, a few months later being promoted to the position of bookkeeper, for which he had qualified himself by study and by observation while in the employ of the firm. The Durham Company having removed from Chicago, Mr. Turner next entered into the employment as bookkeeper for Baker & Smith, dealers in steam-heating apparatus, later becoming a partner in the concern and holding the position of Secretary and Treasurer of the company. This firm having been dissolved in 1887, he remained out of employment for a time, but soon after became connected with the firm of Deming & Gould, jobbers and commission merchants, first as bookkeeper and still later as general manager, retaining this position during the remainder of his life. During the progress of the World's Columbian Exposition, Mr. Turner was appointed Consul for the Republic of Uruguay, South America, for the States of Ohio, Missouri and Illinois, and in this capacity he continued to act up to the date of his death.

Mr. Turner was twice married, first to Julia Hatch, who bore him one daughter, Helen B. His second marriage occurred October 3, 1893, with Laura E. Bradford, daughter of William A. and Anna E. (Norton) Bradford, of Chicago, and by this marriage there are three children: Christabel Corning, born December 25, 1895; Charles Maynard, born July 22, 1900, and Margaret Elizabeth, born August 8, 1903. In

his political relations Mr. Turner was a Republican, and was also a member of the Reformed Episcopal Church. Fraternally he was deeply interested in Masonry, being a Thirty-second Degree Mason, and member of Golden Rule Lodge No. 126, Oriental Consistory. He was prominent in the Odd Fellows fraternity, in which he held a number of important offices; was also identified with various social clubs and other organizations in the suburbs in which he lived, although his greatest enjoyment was in his home life. Exceptionally genial in disposition, he formed many warm friendships among those with whom he came in contact, while a strongly sympathetic nature, made him a liberal contributor to all deserving charities which appealed to him for support. Mr. Turner's decease occurred at his home in Chicago, July 29, 1903, the interment taking place at Forest Home Cemetery, August 1, under the auspices of the Masonic fraternity.

CORNELIUS VANDERHOVEN,

Mechanical Engineer, Chicago Avenue Pumping Station, Chicago, was born in Amsterdam, Holland, December 18, 1852, and educated in the district schools until he came to Chicago in 1863, when, after attending the Skinner public school for two weeks, he commenced work in a planing mill on Mather Street. He was later employed in different kinds of business until he went on the lakes in 1870, continuing there until 1880. In the spring of 1881 he engaged in the teaming business for himself, and in the fall of the same year became connected with the Chicago Avenue Pumping Works, helping to clean out the original tunnel in the winter of 1881 and 1882. When that work was completed he worked as oiler until September, 1888, when he was promoted as assistant engineer. In April, 1889, he was discharged by Mayor Cregier for political reasons. During the time he worked for the city he was absent from duty only two days, this being on account of illness. After this he was in different kinds of business until August 8, 1895, when he returned to the North Side pumping works and started in as coal-passer; later took three examinations of different grades, passing the fifth grade August 4, 1897, and two weeks later was assigned to the Electric Light Station as assistant engineer, remaining there until March 1, 1898. On April 2, 1898, he became connected with the North Side Pumping Works as Assistant Engineer, where he has remained up to the present time as Mechanical Engineer. Mr. Vanderhoven was married in Chicago, March 16, 1895, to Miss Eva Freeland.

JOHN H. VAN HOUSEN.

John H. Van Housen, President Steuben County Wine Company, was born in Bath, Steuben County, N. Y., December 24, 1826, was educated in the district schools of Central New York, and on leaving school was employed as a clerk in L. C. Whiting's dry-

goods store, at Bath, N. Y., four years later (in 1847) being admitted to partnership under the firm name of Whiting & Van Housen. This association continued until 1860, when Mr. Van Housen withdrew to engage in the wine and liquor business at Bath, N. Y., where the Steuben County Wine Company was established in 1869, removing to Jackson, Mich., in 1872, and to Chicago in 1876, when the Steuben County Wine Company was incorporated by John H., B. T. and H. L. Van Housen as stockholders and incorporators, with a capital of \$200,000, J. H. Van Housen being chosen President, B. T. Van Housen, Secretary, and H. L. Van Housen, Treasurer. The company was first located at 220 Wabash Avenue, and has since made three removals, each time to a larger store on account of increasing business, being now located in their elegant store, 210-212 Madison Street, which is one of the largest and most complete establishments of its kind in the wholesale trade. The house carries a very large stock of strictly American made goods, of the purest and best quality. The prediction made by Mr. Van Housen years ago, that, owing to the advantage of the American climate and the varied kinds of grapes, America would excel the world in the manufacture of pure wines, brandies, champagne and whisky, has been verified, and the public now realize that the American product, in every respect, is as good as the foreign and of purer quality. The business of the Steuben County Wine Company in this line of goods is large and constantly on the increase.

Mr. Van Housen was married in Naples, Ontario County, N. Y., on Jan. 12, 1854, to Miss Charlotte A. Torrey, and they have been the parents of three children: Beach Torrey, Harry L., and Charles L., the youngest being deceased. Mr. Van Housen's remarkable success in business is attributable, in part, to the efficient co-operation of his two sons, who are actively associated with him in its management; as also to his native sagacity, sound business judgment and tireless energy, coupled with a frank, genial and generous temperament that wins him many friends.

GEORGE B. VAN NORMAN.

It is not easy to limit the possible achievements of unflagging energy, when directed by keen intelligence and a capacity for broad grasp of affairs. Commercial foresight and business tact, quickness of perception and alertness of action, when joined to sagacity and perseverance, rarely fail to leave their impress upon the great, throbbing heart of the world of trade. For the man endowed with these qualities, business success means intellectual and moral triumph.

Looking back upon a life of fifty-eight years, with physical and mental vigor unimpaired, Mr. George B. Van Norman may well experience the feeling of pride that comes to a victor. He first saw the light upon a Chemung County (N. Y.) farm, November 25, 1842. When he was a boy of thirteen years, his parents, Jacob and Polly

(Park) Van Norman, came west, settling at Moscow, Iowa County, Wis. The father was descended from a long line of Knickerbocker ancestors, while his mother was of English extraction. He aided his father upon the farm until August 16, 1861, when he enlisted for three years as a private in the Eighth Wisconsin Infantry. He served in the West, was twice wounded, and returned a First Sergeant. In 1863 he re-enlisted for the war, and was chosen Second Lieutenant of his old company, but unfortunately a failure to fill the quota prevented his receiving his commission, and he was appointed regimental drill-master for new recruits. At the close of hostilities he was assigned to duty in the Freedmen's Bureau, and on September 16, 1865, received his discharge at Uniontown, Ala. He was in forty-two engagements, as shown by the history of his regiment.

After spending a few weeks at his old home at Moscow, he went to Spring Green, Wis., where he engaged in the hardware business. In 1866 he began shipping live stock to Chicago and Milwaukee. The venture was profitable and proved to be the initiatory step in his successful business career. After five years devoted to this enterprise, he purchased a farm five miles from Spring Green and there carried on farming as well as the business of a retail butcher, besides continuing his shipments of stock.

In 1874 he removed to Milwaukee, where he began business as a live-stock commission merchant. He also invested in real estate in that city, as well as in what is now South Milwaukee. The latter purchase especially demonstrated his business sagacity. He was elected President of the South Milwaukee Company, which in three years built up a town of 4,000 inhabitants, with eight large factories, either completed or in process of construction. Among these enterprises was the Eagle Horse-Shoe Company, organized by Mr. Van Norman and capitalized at \$150,000. He was elected President of the company and has filled that office ever since. They have doubled the size and capacity of the plant which, when completed, will give employment to five hundred men.

He came to Chicago to reside in 1893, and at once formed a partnership with A. L. Nickey and J. W. Holmes, the style of the firm being G. B. Van Norman & Company. Mr. Nickey had entered Mr. Van Norman's employ as bookkeeper at the age of twenty-one years and has been associated with him in business for twenty-three years. The concern has its main office at the Union Stock Yards, and also conducts a Milwaukee branch, which is in charge of Mr. Nickey. In 1896 the firm name was changed to G. B. Van Norman, Shattuck, Paxson & Company. In 1894, Mr. Van Norman engaged in the packing business, among his associates being Messrs. William Plankinton, O. C. Mason, Fred D. Barrows, D. W. Booth and Jeremiah Quinn. The venture proved success-

ful and the enterprise is in a prosperous condition.

Mr. Van Norman's family has consisted of his wife and three daughters. The latter are now married and reside in Milwaukee, and to each the father has presented a handsome home. Jennie is the wife of Dr. Robert C. Brown; Alma, now Mrs. Dr. J. T. Stewart, and Lizzie, who married B. C. Wait, Assistant Secretary of the Milwaukee Harvester Works. Mr. Van Norman is a member of E. B. Wolcott Post, Grand Army of the Republic, Milwaukee. His first vote was cast for Abraham Lincoln while in the army in Mississippi, and he has since been a staunch Republican. He has been tendered the nomination, in Wisconsin, for Congress, but his business induced him to decline a nomination which was equivalent to an election.

ALBERT H. VEEDER.

This eminent corporation lawyer, whose standing at the bar is second to that of no other practitioner, and whose reputation extends beyond the limits of Illinois, was born in Fonda, Montgomery County, N. Y., on April 1, 1844, the son of Henry and Rachel (Lancing) Veeder. He graduated from Union College in 1865, and soon after came to Illinois, taking up his residence at Galva, where, from 1866 until 1868, he was Superintendent of Schools. During these years he also applied himself to the study of law, and in 1868 was admitted to the bar. For six years he practiced his profession in the rural city, but in 1874 a natural ambition for a wider field prompted him to come to Chicago. He made his home in the Town of Lake, and served as attorney for the town during 1874-76, making for himself a brilliant and enviable record. His light was not long permitted to remain "hid under a bushel," his broad learning, sound judgment, power of quick perception and signal ability soon bringing him a large and wealthy clientage. The great corporations doing business in Lake were among the first to recognize his worth and avail themselves of his services. Among the important companies in which he is a director may be named the Union Stock Yards & Transit Company; the Junction Railway; the Stock Yards Companies of St. Louis, St. Joseph, and San Francisco; the Consumers' Cotton-Seed Oil Company, Swift & Company, and Libby, McNeill & Libby. His eldest son, Henry, is associated with him as a partner.

In private life Mr. Veeder is frank, genial and of unflinching courtesy. He has innumerable friends, and is best loved by those who know him best. He belongs to the Kenwood and Chicago Athletic Clubs, and is a Knight Templar, a Thirty-second Degree Mason, and a Noble of the Mystic Shrine. In politics he is a Republican, and in religious association a Congregationalist.

Mrs. Veeder is a daughter of Mr. Isaac C. Duryea, of Schenectady, N. Y. Mr. and Mrs.

Veeder were married August 15, 1865, and they are the parents of four children.

RICHARD VOELKER.

Richard Voelker, grocer, River View, Ill., was born in Hanover, Germany, in 1865, but early in life came to the United States, finally settling at River View, where he conducts a grocery and meat market business. On October 28, 1896, he was married to Ellen Rudolph, born in 1865, and they have one son, Charles Voelker. August 26, 1893, Mr. Voelker was appointed Postmaster at River View, and this position he has continued to hold to the present time. In politics, Mr. Voelker is a Republican.

JONAS L. WAFFLE.

Jonas L. Waffle, live-stock commission merchant and salesman, was born in Elkhorn, Wis., August 15, 1852, and educated in the public schools. After leaving school he worked for H. S. Bunker in an elevator and lumber yard at Elkhorn, from 1869 to 1872, when he came to Chicago and worked for his original employer until the firm of Bunker & Cochran was organized in 1876, and has remained with the same firm up to the present time (1904). He is considered one of the best salesmen at the Union Stock Yards. He was married at Delavan, Wis., January 11, 1873, to Miss Bridget O'Donnell, and eight children have been born to them, seven of whom are now living, and there are two grandchildren.

JAMES WALLACE,

Superintendent Water Pipe Extension Department, Chicago, was born in Oswego, N. Y., May 23, 1855, attended the public schools in his native city. After leaving school he served part of his time at the boiler making trade in Oswego, and, after coming to Chicago in August, 1873, completed his apprenticeship at the Chicago, Rock Island & Pacific Railroad shops, where he remained until he entered upon the plumbing business, April 30, 1880. He was appointed water inspector and tapper for the village of Hyde Park in April, 1881, which title was changed by ordinance in 1881 to Superintendent of Water Pipe Extension, which position he continued to fill (excepting ten months in 1885) until 1887. He was elected a member of the School Board for District No. 5 in 1880, holding that position until 1889. He engaged in the contracting business, laying water-mains and sewers, in which he continued until August, 1894, when he was appointed Assistant Superintendent of Water Pipe Extension, and held that position until June 30, 1895. He then returned to the contracting business, continuing until May, 1897, when he was appointed Superintendent of Special Water Pipe Extension, for the purpose of laying a large system of main-feeders, the cost of which amounted to \$1,117,210.75, although the work was not completed until the spring of

1898. He remained in this employment until October, 1898, when he was re-assigned to the position of Assistant Superintendent of Water Pipe Extension, continuing in that capacity until November, 1899, when standing highest on the eligible list of those who had taken the civil-service examination, he was appointed Superintendent of Water Pipe Extension, a position which he now holds.

Mr. Wallace is the inventor of the tripod pipe-derrick, which is so constructed that two men can easily raise from five to ten tons. The derricks have worked admirably and greatly facilitated the work of pipe-laying. The crank axle of each derrick is provided with a pair of ordinary 48-inch wagon wheels instead of cranks, which wheels, when slipped out of mesh with the drum-gear, are used in transporting the derrick from place to place. Since the appointment of Mr. Wallace to his present position there has been a large saving in the operating expense of his department, which goes to show that he is well fitted for the important position held by him, and that his efforts are rewarded by the knowledge that he has the esteem of his associates and friends.

Mr. Wallace was married in Chicago, May 19, 1878, to Miss Catherine E. Hogan, and five children have been born to them, three of whom are living.

A. MONTGOMERY WARD.

A. Montgomery Ward, pioneer in the system of direct sale of goods, at wholesale prices, to the user by order and without solicitation, was born in New Jersey on the 17th day of February, 1844, educated in the public schools, and commenced his present business in a small room, 18x20 feet, on Kinzie Street, Chicago, in 1872. Two men and one boy furnished sufficient help to transact the business that came from the orders received direct from those using the goods, as the proposition was to sell the goods at wholesale prices without the aid of traveling men. The first year the sales amounted to only a few thousand dollars, but by buying in large quantities for cash, and directly from the manufacturers in this and foreign countries, the business has increased so that the firm of Montgomery Ward & Co. have been obliged to enlarge their sales and store-rooms to the present mammoth capacity, which gives to this concern a building possessing the highest point of observation in Chicago. This is one of the finest mercantile buildings in the United States, if not in the world, having a total floor-space of twenty-five acres, employing two thousand clerks and fifty typewriters, and constantly carrying a stock of merchandise valued at \$2,000,000. From a few hundred timid customers during the first year, who spread the news of the treatment received by this firm, the number now on their books reaches over two million. This result has been achieved by honest dealings with their customers, and the policy of guaranteeing every article as good as

represented, and agreeing, if not found satisfactory, to allow the purchaser either to exchange the goods for others, or to refund the purchase money if preferred. That this plan has been satisfactory to their army of customers has been demonstrated by the fact that they remain as permanent buyers when any kinds of goods are wanted by them, and at a saving of 15 to 35 cents on the dollar, their sales have been constantly growing, and, at the present time, amount to an immense sum annually. This large business has not been done without the persistent push and nerve, for which Chicago dealers are noted, the world over, in connection with a complete system of advertising and catalogue, and by keeping up to date with the wants of their customers. Chicago is greatly indebted to her many keen business men for her prosperity and the place she occupies as the second city in the United States, and to none more so than to Montgomery Ward.

JAMES WARD,

Captain Engine No. 15, Chicago Fire Department, was born in Ballinakill, County Carlow, Ireland, November 26, 1861, was educated in the local schools, and after leaving school, engaged in the hardware business in the city of Dublin. Leaving his native country for America, he arrived in New York City, May 21, 1883, then went to Frankfort, N. Y., and, after remaining there two years, came to Chicago in 1885, where he worked for Hibbard, Spencer, Bartlett & Co. for nine months. He was then engaged with John Howard, hardware dealer, and later with the Keeley Brewing Company, remaining two years. November 2, 1888, he joined the Chicago Fire Department on Engine No. 1; was transferred to Hook & Ladder Company No. 14, December 31, 1888, remaining there until transferred to Truck No. 9, in 1892; was promoted to Lieutenant, December 31, 1892, and assigned to Engine 15; July 1, 1896, was transferred to Engine 31 and promoted to Captain; after which he was successively transferred to Engine 6, January 9, 1897; to Engine 38, July 16, 1897; and to Engine 15, May 1, 1900, where he has since remained on duty and always ready for any call that may come to him. Captain Ward was always on hand at all the large fires in the lumber district, but has never suffered any serious accidents. He was married in Chicago, September 14, 1890, to Miss Frances Soenes, and five children have blessed their union, four of whom are now living.

JAMES H. WARD.

James H. Ward, a successful legal practitioner of Chicago, was born in that city, November 30, 1853. Attendance at the public schools during boyhood was supplemented by a course at the University of Notre Dame, Ind., from which he graduated in 1873. On leaving his Alma Mater, he matriculated at the Union College of Law in Chicago, graduating in 1876.

He was admitted to the bar in that year, and has ever since been engaged in active practice. Mr. Ward takes a deep interest in politics, and has been frequently honored by his party. In 1879 he was elected Supervisor of the Town of West Chicago, and in 1884 was a candidate for the office of Presidential Elector on the Democratic ticket. He was also elected, in 1884, a member of the Forty-ninth Congress, from the Third Illinois District. He was tendered the nomination for Probate Judge of Cook County a few years since, but declined it.

JAMES RILEY WARD.

Mr. Ward is one of the well-known members of the Chicago bar who has won an honorable place in his profession by the employment of the old-fashioned methods of integrity and honesty, and in the vigorous attention he gives to all business intrusted to his care. He adopted and utilized these methods during a period of thirty years, during almost twenty years of which he practiced at the Carrollton bar in Southwestern Illinois. Mr. Ward was born in Madison County, Ill., May 7, 1851, the son of McKinley Ward. He was trained in the local schools, and received a liberal education, graduating from Illinois College, Jacksonville, in 1873, with the degree of A. B. Though absorbed in his profession, he is well informed and still retains a love of classical literature, and delights in the communion of mind that makes delightful the Republic of Letters. Mr. Ward was admitted to the bar in the State of Missouri, in February, 1874, and by the Supreme Court of Illinois, in June of the same year, and came to Chicago in 1893. Prior to establishing himself in Chicago, he had conducted important litigation in the State and Federal Courts of Illinois, Kansas, Missouri, Arkansas, Minnesota and Nebraska, and is a member of the bar of the United States Circuit Courts, in those States. In 1889 he was admitted to the bar of the Supreme Court of the United States, and has been a member of the bar of the United States Circuit Courts of the Southern and Northern Districts of Illinois since 1887. His success as a lawyer in Chicago has been gradual and certain, and he has built up and retains a fine practice, having been in recent years employed in some of the most celebrated cases of the city. In politics he is a Democrat, and comes of Irish descent. Mr. Ward lives on Diversey Boulevard, near Lincoln Park, one of the most beautiful residence portions of Chicago, in a handsome home purchased by him at the time he moved to Chicago in 1893. He is one of the Chicago lawyers who has acquired by individual efforts valuable property and is prepared to enjoy life. His two daughters reside with him, his wife having died April 3, 1902.

SAMUEL ARTHUR WATERMAN, M. D.

Samuel A. Waterman, physician and surgeon, Chicago, was born in Minonk, Ill., June

28, 1868, the son of Collins P. and Lydia (Knowles) Waterman, natives of Otsego County, N. Y., and Concord, N. H., respectively, and the great-great-grandson of Mr. Young of Revolutionary War fame; while his grandfather, Hamilton Waterman (a man noted for his sterling worth), was one of the early promoters of railway industry in New York State. Collins P. Waterman served four years during the Civil War and was one of the pioneer settlers of Illinois. His son, Samuel Arthur Waterman, the subject of this sketch, was the oldest of three children. Charles Edgar died in Chicago, November 24, 1899, after a return from a perilous trip through the Klondyke region. John Abbott, the third child, resides in Chicago. Mrs. Waterman, the mother, died December 25, 1874, and in 1877 the father remarried and now resides in Los Angeles, Cal., with his wife and daughter, Mary Edna. In 1877, S. A. Waterman completed his high school education, and then taught near Kappa, Woodford County, Ill., for twelve months, afterward going to Woodford, in the same County. Deciding at length to study medicine, he began his preparatory work at the Northwestern University, completing his course in 1891. Entering the department of medicine at the University, he received the degree of M. D. in 1894. Since that time he has taken post-graduate courses in the New York Polyclinic and in the New York Post Graduate Schools, and has further pursued his scientific investigations in London, Paris and Berlin.

On August 20, 1894, Dr. Waterman was married to Lina, daughter of Charles and Mary (Nostrand) Dibbs, of Brooklyn, N. Y. Before her marriage Mrs. Waterman spent two years at the Oswego Normal School, after which she entered the Methodist Episcopal Hospital training school for nurses at Brooklyn, graduating from this institution in 1891. After securing his degree Dr. Waterman settled at Auburn Park, Chicago, where he has since been most successful in his chosen profession. Dr. and Mrs. Waterman are the parents of three children: Marion Collins, William Layton and Charles Eugene. The doctor belongs to the Chicago, the State and the National Medical Societies, as well as to various benevolent organizations. He is a Republican as to politics, and is a member of the Methodist Episcopal Church.

CHARLES H. WATERS.

Charles H. Waters, Engineer Fire-boat "Yosemite" (Engine No. 58), Chicago Fire Department, was born in New York City, June 11, 1857, and educated in the public school, St. Mary's Academy and Christian Brothers' School. After leaving school he served his time as an apprentice with the DeLemater Iron Works, in which the celebrated inventor, Ericson, was a partner; later was employed on tug-boats on the river, finally coming to Chicago, May 5, 1874. Here he worked for a time for Frazer & Chalmers, A. Plamondon, John Davis & Co.,

and Robert Tarrant; then went on the lakes as engineer for the steamer "Lawrence," and later on the "Messenger" (Graham & Morton line) for St. Joseph, Mich., until he joined the Fire Department, October 10, 1879, being employed on Engine No. 6, when that company was re-organized, as Assistant Engineer. He was transferred to Engine No. 23 in July, 1880, then to Engine 31 (at its organization), December 3, 1880; transferred to Engine No. 5, July, 1881; promoted to Engineer, January 3, 1885, and assigned to Engine 34 (when organized), September 12, 1888; transferred to fire-boat "W. H. Alley," the name of which was later changed to "Chicago." While the "Chicago" was being repaired he was assigned to the "Parmelee," but on December 3, 1891, resumed duty on the "Chicago." May 16, 1893, he was transferred to the "Yosemite," where he still remains. Mr. Waters was married to Miss Mary Doonan in Chicago, September 5, 1888, and three children have blessed this union.

FIRE-BOAT HISTORY.—The fire-boat "Yosemite" was built in 1890 by Miller Brothers on the North Branch of the Chicago River. Her engine was made by C. R. Elmes—length 107 feet; beam 25 feet, tonnage 141 gross; double engines 18x20, developing the same as fire-boat "Geyser"; boiler 10 feet in diameter and 16 feet long; 800 horse-power; two pumps, with 16½x12 inches stroke; steam and water cylinders, 9½x12; capacity 9,000 gallons; will throw ten two-inch streams, or eighteen ordinary 1¼-inch nozzle, equal to the same number of fire-engine streams; twelve 1½-inch streams, of 4-inch torrent revolving standpipe, 600 feet inspirator and donkey pump; has 3,000 feet 3½-inch hose; can throw a 3½-inch stream 400 feet; 4½-inch streams 150 feet each; with standpipe working at 3½ inches; draws 12 feet of water and has a speed of 16 miles per hour; has steam steering apparatus, which can be reversed from one side to the other in nine seconds; is allowed 125 pounds of steams; has filter recommended by the United States' Government Inspector, Stewart H. Moore, which is a success in keeping scales from the boiler and equalizing the temperature in the leg of the boiler. On January 14, 1899, when the fire-boat "Illinois" went into service, the "Yosemite" was assigned to Engine 58, to take the place of the fire-boat "Chicago," while the latter was being repaired. The fire-boat "Yosemite" has had a number of narrow escapes, one of these occurred on September 24, 1894, when in responding to a special call from box 1511 (E. R. Beck's lumber yards, South Chicago), on leaving the harbor everything was made fast and port-holes closed, as a gale was blowing from the southwest. In order to avoid a reef at Morgan's Pier, near Fifty-eighth Street, the boat headed out into the lake. When about one and a half miles from shore and one mile south of the Sixty-eighth Street Crib, the boat sprang a leak and, within ten minutes after the life-boat had rescued the officers and crew,

it sank. The "Yosemite" was afterwards raised and again placed in service. At the Armour Elevator fire she plowed her way through the debris and was in the hottest of the fight, and, at one time, could not be seen for the smoke and fire; but she came out, doing excellent service. She was also in the S. K. Martin lumber fire, doing good service there, and when through at that fire, saved the Santa Fe Elevator from burning; also had a very narrow escape from falling walls at the Northwestern Elevator fire, on August 5, 1897. The "Yosemite" has worked at six different elevator fires and two hardwood lumber-yard fires, and at the largest "down-town" fires that have occurred during the last eight years, where she could be utilized.

ENGINE 58, FIRE-BOAT "CHICAGO."—The fire-boat "Alpha" having been deemed unsatisfactory, the City Council authorized the purchase of the powerful tug "W. H. Alley," and the pumps were transferred from the "Alpha" to the "Alley," and the latter was placed in commission December 31, 1886. In 1887, the fire-boat was overhauled, the old pumps were replaced by two new and more powerful ones (size 10x12x6), and the name changed to "Chicago." This boat is 91 feet long over all, 20 feet beam, with eight feet draft, and was again rebuilt in 1891, assigned as "Engine 58" and stationed at South Chicago. It was again rebuilt in 1900 (entirely new except engine and pumps) and took the place of the "Yosemite" November 2, 1900. The "Chicago" carries 140 pounds of steam, has a boiler 14 feet long by 8 feet in diameter, plate one-half inch thick; two pumps, 10x12x6 pumping engines 6x12, single or double; a single engine, 18½-inch, 22-inch stroke, which develops 400 horse-power; has four two-inch streams which can be thrown 250 feet; eleven 1¼-inch streams, which can be thrown 150 feet; and one 3-inch stream, which can be thrown 350 feet.

ELIAS T. WATKINS.

Elias T. Watkins, banker and sterling business man, for over fifty years an important factor in financial circles in the city of Chicago, was born in Milton, Ulster County, N. Y., May 17, 1816. After attending the public schools at Auburn and Seneca Falls, in his early youth he went to Brockport, Monroe County, N. Y., where he spent two years as clerk in the dry-goods store of Bristol & McKnight. In 1836, returning to Seneca Falls, he re-entered school there, supporting himself on the money which he had earned while employed as a clerk. He then returned to Brockport, and again entered into the service of his former employers, Bristol & McKnight, remaining two years, when he accepted employment as a salesman in the dry-goods establishment of William McKnight & Co., at Rochester, continuing with this firm until 1845, when he became a partner. Two years later, having earned a considerable sum of money, he withdrew from the firm of McKnight



E. J. Watkiss

& Company, and, removing to Chicago, organized the importing firm of Eddy, Brackett & Watkins, which continued in existence for a period of eleven years. In 1859 Mr. Watkins became associated with John B. Turner, who, next to William B. Ogden, was the most influential factor in the development of railroad enterprises connected with the history of Chicago, and which have contributed to so large an extent to the growth of the city. This connection led to the construction of the street railway on North Clark Street, which was one of the first street-car lines put in operation in the city of Chicago. About the same time he became interested in the Chicago Gas Light & Coke Company, which proved a most profitable investment. In this company he finally became one of the most extensive stockholders and, for a time, served as President of the company.

In October, 1864, Mr. Watkins became an extensive stockholder in the Merchants' Loan & Trust Company, one of the oldest, as well as the largest financial institutions in the city of Chicago, with which he was prominently identified for the rest of his life. During the same year he was made a director of the company, a position which he continued to occupy up to the date of his death. Mr. Watkins was also an extensive stockholder in the Edison Electric Lighting Company, which has had a notable career in connection with the development of city interests and enterprises, and for one year held the position of President of the company. He was a prominent member of the Chicago Historical Society.

On August 3, 1842, Mr. Watkins was married at Brockport, N. Y., to Amanda Angeline Downs, who came to Chicago with her husband in 1848, and they spent their lives on the North Side, their residence during their latter years being at 148 Rush Street. In August, 1902, they celebrated the sixtieth anniversary of their marriage. Mrs. Watkins' death occurred at their Chicago home from an attack of pneumonia, October 24, 1903, preceding that of her husband by less than two months. Mr. Watkins' death, which occurred December 16, 1903, was the result of an accident occasioned by a fall on a stairway in his own home.

Singularly reticent and unobtrusive in temperament, Mr. Watkins combined a geniality of manner in his intercourse with his more intimate friends with a conservativeness and self-control in matters of business, and to these qualities are to be traced his uniform success in life. With these traits he united a strict integrity, which won for him the respect and confidence of all with whom he was brought in business or social relations throughout his career of over half a century in the city of Chicago.

RANKIN WAUGH.

The Union Stock Yards are the center of most interesting business activities and of operations on a bewildering scale of magnitude. The cattle on a thousand hills and vast plains

of the Great West are slowly moving to this market. Here are prepared foods for all the world, and from here go forth to the East and to Europe, train loads of live stock daily. On such a field of action only strong men can hold their place, and it is safe to assume that those who rise to the surface and become prominent are unusually able and gifted characters. Among such men, the subject of this sketch fitly holds an honored place.

Rankin Waugh was born in Westmoreland County, Pa., in 1850, and was brought to Bureau County, Ill., by his parents, when only six months old. His education was secured at Lombard University, Galesburg, Ill., and it is not too much to say that he made the most of the splendid opportunities there afforded. He shows in himself the value of a Pennsylvania heredity of character and moral fiber, broadened and strengthened by his life in the Great West. Reared on a farm, Mr. Waugh naturally took a deep interest in live stock, displaying such an excellent judgment in everything that related to that noble activity, that it almost inevitably became his life-work. In 1872 he came to Chicago, and, connecting himself with the live-stock firm of R. P. & M. Conger, soon acquired a thoroughly practical knowledge of every line of his work as it was conducted at the Stock Yards. In 1873 he founded the firm of Waugh Brothers, which had an honorable and successful career for twenty years. In 1893 Mr. Waugh assumed exclusive control, and since that time has done business in his own name. Every detail of the work is familiar to him, and he sells hogs, cattle and sheep as they may arrive on the market, to the eminent satisfaction of his patrons. Personally he is courteous and obliging, treating his customers' interests as his own, and has ever manifested unswerving integrity and high principle in all his dealings with the world. He enjoys life to its fullest extent, and has troops of friends, who look with pride on his creditable record as a live-stock commission merchant. Mr. Waugh was married June 6, 1900, to Miss Anna M. Fox, by whom he has had one daughter, Janice Elizabeth Waugh, born August 16, 1901.

WILLIAM W. WEATHERSTONE.

William W. Weatherstone, son of Edward and Jane (Parr) Weatherstone, was born in Oxford, England, March 28, 1832. Edward Weatherstone was an officer of the British Navy, who was forced to retire on account of ill-health subsequent to the War of 1812, afterward engaging in trade as a merchant. William received his education in the common schools of his native place and, at the age of nineteen, entered the employ of a silver-smith in London. Emigrating to America in 1853, he first settled in Boston, where he continued in the silver-smithing business. From 1863 to 1870 he was located successively in Wisconsin, St. Louis and Chicago, in the latter year engaging

in the silver-plating business for himself at Aurora, Ill., where he did most of the plating for the Chicago, Burlington & Quincy Railroad. In 1875 he settled at La Grange, Cook County, establishing there a manufactory of solid silverware under the firm name of W. W. Weatherstone & Son, James P., his son, being his associate. In 1888 he retired from the firm, his son continuing the business. Since that time Mr. Weatherstone has resided in La Grange, a well-known and highly respected citizen. He has been a life-long Democrat and, though not a seeker for political preferment, his opinions on party affairs are of weight and influence. In 1853 he married Martha Dolding, a native of Kent, England, and ten children were born to them, but none are now living, James P., his last surviving son, having died November 27, 1902.

JAMES P. WEATHERSTONE.

James Parr Weatherstone (deceased), late Postmaster and well-known business man of LaGrange, Ill., was born in East Cambridge, Mass., October 21, 1854, the son of William W. and Martha (Dolding) Weatherstone; was educated in the public schools of Boston, St. Louis and Chicago, and on completion of his education, learned the printer's trade in which he was employed until June, 1871, when he formed, with his father, the firm of William W. Weatherstone & Son, at Aurora, Ill., engaging in the business of silver-plating. In 1874 they removed to Chicago, remaining until 1876, when they located in LaGrange and began the manufacture of silver and plated ware. In 1879 William W. Weatherstone retired from the firm, the business being continued until 1893 under the name of James P. Weatherstone. A life-long Democrat, active and influential in the councils of his party, Mr. Weatherstone twice served the people of LaGrange in an official capacity. In 1884 he was elected Trustee of the village, serving until 1887; in August, 1894, he was appointed Postmaster of LaGrange by President Cleveland, serving until November 1, 1899. Upon his retirement from the latter office he engaged in retail stationery and cigar business, in which he continued up to the time of his death, November 27, 1902.

Mr. Weatherstone was married on November 11, 1875, to Isabelle, daughter of Harrison Albee, of Aurora, Ill., and he left a family of five daughters: Clarice A., Grace I., Blanche M. (now Mrs. Goan), Martha L. and Ethel A. Among the first of the business men to locate in LaGrange, Mr. Weatherstone did much to assist in the growth and development of the village, and proved himself worthy of the confidence of his fellow-citizens, by whom he was held in high esteem.

ANDREW J. WEAVER.

This successful dealer in live-stock has devoted nearly forty years of his life to the business, which he thoroughly understands in all its details. He was born in Pittsburg, Pa.,

March 4, 1854. His school days were soon over, and, in 1864, at the early age of ten years, he engaged in driving cattle across the mountains from Pittsburg to Harrisburg and Lancaster. Subsequently he worked for two years for the Union Stock Yards Company of Pittsburg, and afterward was engaged for four years in shipping cattle, by rail, from Pittsburg to New York. For two years he also conducted an undertaking establishment, and a livery stable in connection therewith. Returning to the Stock Yards, he was connected with the firm of S. B. Hedges & Company, for six years. The next three years he spent in the employment of Sadler & Company, shipping cattle from St. Louis and Chicago to New York. Sadler, McCall & Company, of Pittsburg, were his next employers, remaining with them one year. He next began buying cattle in Chicago, shipping them to Pittsburg, which business he carried on until 1890, when he came to Chicago. His first employment here was buying cattle for Simon O'Donnell, with whom he remained twelve months. For two years he was a salesman for Darlington, Quick & Company, and later for Alexander Rogers & Crill for a year. He then became junior partner of the firm of H. R. Perrine & Company, which was afterward joined by Samuel Ayers. The gentleman last named withdrew about 1897, and the firm was soon afterward dissolved. Mr. Weaver carried on business alone until January, 1898, when he again accepted a position as buyer for Simon O'Donnell. One year later (January, 1899), the firm of Simon O'Donnell & Company was organized, Mr. Weaver being admitted into partnership and placed in charge of the Chicago office. His career affords a noteworthy illustration of what may be accomplished by hard work and steady application to duty. Beginning as a cattle-driver when a boy of ten, he has gradually, but steadily, climbed the ladder of success in his chosen business through unwearying industry, natural aptitude and an integrity which has never been assailed. Mr. Weaver was married on May 10, 1881, to Miss Luella McGregor, of East St. Louis, Ill., and they have been the parents of four children, three of whom are yet living, viz.: Anna May, Albert Joseph and Lottie Barbara—one son, Andrew John, being deceased.

HENRY WEBER.

Henry Weber (deceased), late Superintendent of the Calumet Grain Elevator Company's system of grain elevators, was born at Grand Rapids, Ohio, January 1, 1849, the second of seven children born to Jacob and Elizabeth (Kebler) Weber, who were natives of Switzerland, but of German ancestry. The other children of this family were: Otto, Casper, George (died in infancy), Lena, Mary and George Ambrose, the latter now assistant cashier of the Ohio Savings and Trust Company Bank, at Toledo, Ohio. The father died in 1886 at the age of sixty-nine years, while the mother is still

living. The daughter Mary, of this family, married John Stollberg, a wholesale merchant of Toledo, and died in 1896. In early life Henry Weber was engaged in farming, but for more than twenty-five years was connected with the grain trade, beginning as grain-inspector for the Board of Trade at Toledo, in 1875, where he was employed for eight years. He then took charge of the Wabash Elevators, but in 1891, assumed his position with the Calumet Elevator Company, which he retained for the rest of his life, his long service giving evidence of his efficiency. On January 10, 1875, Mr. Weber married Miss Mary L. Culver, of Toledo, Ohio, and to them were born two children: Elizabeth May, born in 1876, was married June 14, 1899, to Courtney R. Merrill, assistant cashier of the Union Bank, South Chicago, Ill., and they have one son, Wallace Edwin, born November 11, 1900; and Mabel J., born in 1878, on January 18, 1898, married H. F. Brandenburg, of Chicago, and they have a son, Herbert Henry, born December 4, 1900. Fraternally, Mr. Weber was identified with the "National Union," and both he and his wife were members of the Methodist Church, while his daughters and their families attend the Congregational Church. Mr. Weber died at the home of his daughter, Mabel J. Brandenburg, 228 Seventy-fourth Place, Chicago, December 8, 1904.

ISAAC W. WEEKS.

Isaac W. Weeks, formerly Superintendent of the Pennsylvania Transfer Elevator, Chicago, was born near Belleville, Ontario, Canada, November 15, 1860, the son of John Y. and Lydia (Hunt) Weeks, who were the parents of four sons, Daniel, James, Harmon and Isaac W., all of whom are still living. The father died, aged seventy-two years, but the mother still survives. Reared on a farm, Isaac W. Weeks came to Chicago when twenty-four years of age and, beginning at the foot of the ladder, has been employed for over twenty years in the elevator business. For eleven years he was connected with the Santa Fe Elevator, and for two years Superintendent of the Peavey Elevator B, when on December 4, 1900, he assumed his last position as successor to Christ Stiver. The Pennsylvania Transfer Elevator was built in 1897 with a storage capacity of 168,000 bushels, is owned by the Pennsylvania Railroad Company and operated by the Requa Brothers. In 1882, Mr. Weeks married Miss Mary Anetta Cranter, and four children have been born to them: Percy and Arthur, who are still living; Grace who died at eighteen months of age, and a boy who died in infancy. In politics Mr. Weeks is a Republican.

JAMES H. WEEKS.

James H. Weeks, Superintendent of the Mabbatt Elevators, Chicago, who was born in Conseccon, Ontario, Canada, has been identified with the elevator business over thirty-five years, much of the time being employed at the old

elevator at the corner of Clark and Fourteenth Streets. He recalls many of the noted leaders of the grain market at an earlier day, including George Phillips, the "Grain King," who was a weighman. Elevator A, the older of the Mabbatt Elevators A and B, of which Mr. Weeks is Superintendent, was built in 1887, with a capacity of 650,000 bushels, and Elevator B, in 1890, having a capacity of 700,000 bushels and capable of handling one hundred cars daily. They are operated by George A. Seaverns, who employs some twenty-five men in their management. Mr. Weeks was married in 1875 to Miss Mary Ellen Smith, of Chicago, and they have had three children, one of whom died in infancy, those now living being Lydia R. and Frederick W. His family are attendants at the St. James Catholic Church, and he is a Republican in politics, taking an active interest in problems relating to good government.

BERNARD M. WEIDINGER.

Bernard M. Weidinger was born in Chicago, January 27, 1868, and educated in the Lincoln public school. After leaving school he commenced working in 1881 for Shoeneman & Company, continuing until May 1, 1886, when he read law in the office of Sears & Arnd for a year and a half; then went to the firm of Keater & Thompson and Fred Arnd, in criminal law, for another year and a half, during two years of which time he was employed at night in the Chicago Public Library, and for the rest of the time was first copy-holder, and then proof-reader, on the "Chicago Tribune" until 1889, after which he embarked in the real-estate and insurance business. He was a candidate for nomination, for the Legislature on the Democratic ticket, in the old Sixth Senatorial District, but since then has confined his attention to the real-estate business.

NICHOLAS WEINAND,

Chief Third Battalion, Chicago Fire Department, was born in Prussia, on Christmas Day, 1845, and in early life learned the painter's trade. In 1870 he joined the Fire Department, becoming a member of Huck Hose Company No. 3. He was under command of D. J. Swenie, Captain of the Gund Engine 14, in 1871, and staid with that famous fireman in his battle with the greatest fire in the world's history, when he lost his engine in the cyclone of fire at the corner of West Van Buren and Canal Streets, but saved an entire block with an outside engine by drawing water from the river. The Water Works had then been burned. Weinand and his family lost everything they had except their lives, character and old clothes. In 1885 Weinand was promoted to a Captaincy on Engine 27, and October 1, 1894, was advanced to Chief of the Third Battalion, a position which (1904) he still holds. He has had many narrow escapes during his long experience as a fireman, and was severely injured at the fire at the old Journal office, on Dear-

born Street, and also at the National Theater on Clybourn Avenue. He is always ready to respond whenever and wherever duty calls.

CHRISTIAN WELFLIN.

Christian Welflin (deceased), Wheeling, Ill., was born in Alsace, France (now Germany), September 13, 1845, the son of Christian Welflin, also a native of Alsace. Mr. Welflin came to America with his father and sister, arriving at Chicago on March 1, 1854. His father enlisted at the beginning of the Civil War in Company K, Thirteenth Illinois Volunteers (Col. Wyman's regiment), serving from 1861 to 1865, and died of yellow fever in Memphis, Tenn., June 27, 1869. The son learned the harness trade in Chicago, afterwards worked for some time in Memphis, but in 1874 came to Wheeling and established himself in the harness business there. On September 9, 1880, he was married to Mrs. Goodlobin Armbruster (widow), of Wheeling, and has four children: Minnie, Edward, Frank and Flora. After his marriage he went into the Chicago House, at Wheeling, remaining until his retirement in July, 1893. In his later years he occupied a pleasant home just across the DesPlaines River and outside of the village corporation. Mr. Welflin died in 1901.

GEORGE W. WELLER,

Captain of Engine No. 80, Chicago Fire Department, was born in Chicago, July 18, 1842, and educated in the public schools. After leaving school he worked for his father at rendering works; later sold ice, and also worked for the Steele-Wedeles Company, wholesale grocers, and other parties until August, 1870, when he joined the Chicago Fire Department, and was assigned to Engine No. 4 as driver; was next transferred as driver for Marshal Walters, then for Petrie, and later to Truck 4, and made truckman by Chief Williams. After returning from the Saturday night fire of October 7, 1871, and before eating supper, the bell struck an alarm for the Sunday night fire, of October 8, 1871, and Captain Weller immediately responded and worked for thirty-six hours fighting the "Great Blaze" of that date. He was promoted to Lieutenant and assigned to Engine 16, in September, 1885; next was promoted to Captain and transferred to Truck 18, January 3, 1890, by Chief Swenie; and then to Hook and Ladder Company No. 20 on the 12th day of December, 1891, where he remained some ten years. Captain Weller is now (1904) doing duty in charge of Engine No. 80. He is one of the firemen from "wayback," having served in the volunteer fire department as "torch boy" on engine "Wide-Awake" No. 12, in 1857, and having remained with the volunteer service until its place was taken by the paid fire department. His father was foreman of a fire company, and two brothers were also members of the same department. Captain Weller has had many narrow escapes, and made several rescues, assisted by his company; was once serious-

ly hurt by having his hip broken and several ribs fractured. He married Miss Louisa Ebert, in Chicago, and two daughters, Carrie and Emma, have been born to them.

HIRAM S. WENNER,

Superintendent of the Grand Crossing Elevator, Seventy-seventh Street and Illinois Central track, was born in Allentown, Pa., February 8, 1859, being descended from a family who were farmers. On leaving the paternal home he went to Cleveland, Ohio, where he spent some time learning the milling trade, but in 1885 came to Chicago, when he became manager of the Chicago Cereal Mill, remaining there until 1893. He then formed the connection with the Grand Crossing Elevator, which has continued ever since. The building was originally used as a barbed wire factory, but was later converted by J. S. Stevens into an elevator, which had a capacity of about 50,000 bushels, and was capable of receiving 10,000 bushels per day. Mr. Wenner became the successor of F. H. Mealiff in 1896 when he took charge of the building and continued to operate it until August, 1903, when the building was destroyed by fire. Mr. Wenner then assumed the management of the adjoining building (known as the Chicago Cereal Mills) which he converted into a grain elevator, with a storage capacity of 100,000 bushels and a working capacity of 20,000 bushels per day. During the winter of 1903-04 Mr. Wenner installed the machinery in the new Grand Crossing Elevator which he set in operation in March, 1904. In 1889 he was married to Miss Miriam L. Tinsley, daughter of J. W. Tinsley, and of this union there have been born five children: Dorothea E., Charles W., Miriam L., Alfred T. and J. Milton. Fraternally, Mr. Wenner is a member of the Independent Order of Odd Fellows and the Columbian Knights, and in politics an Independent.

FRANKLIN WHITCOMB.

Franklin Whitcomb, brick and tile manufacturer, DesPlaines, Cook County, Ill., was born in Jefferson County, N. Y., in 1830, the son of Moses and Lucy (Pike) Whitcomb—the former a native of Connecticut, born in 1787, and the latter of Salem, Mass., born in 1796. Mr. Whitcomb arrived in Chicago, September 27, 1845, and for the following six years was employed in ship-yards during the winter and upon the lakes during the summer. In 1851 he located at Niles, Ill., where he engaged in building and contracting until 1863, when he removed to Park Ridge. Here he remained five years, being foreman of the pressed brick department of Penny & Meacham, for four years, and in the building business one year. He then (1868) established himself in the brick-manufacturing business at DesPlaines, using a machine known as the "Intermediate Wonder," with a capacity of 30,000 brick per day. In 1883 he added a tile manufactory to his works, and employs some twenty hands in the mak-

ing of brick and tile, and the sale of lime, hair, stucco and cement, his sales being divided between the local and city trade. On October 15, 1856, Mr. Whitcomb was married in the Town of Maine to Elizabeth Jones, daughter of Evan and Ann Jones, and has three children living: Mary, Elda and George M. In politics Mr. Whitcomb is a Republican, and has held the office of Town Trustee and member of the School Board for a number of years.

ALBERT G. WHITNEY.

Albert G. Whitney, attorney and author, was born near Mt. Vernon, Knox County, Ohio, May 3, 1847; was educated in the public schools and at Vermilion Institute, and after leaving the Vermilion Institute, taught public schools for a time in Ohio and Illinois. In 1872 he was admitted to the bar in Keosauqua, Iowa, and then went to Champaign, Ill., where he was a teacher in mathematics in the Illinois Industrial University; later was Principal of the public school at Salem, Ill., for eight months. He then practiced law in Champaign until he came to Chicago, in 1900, where he continued his profession. He is the author of "Rights of Railway and Street Companies," etc. Mr. Whitney was married in Champaign, Ill., to Miss Elнора Radebaugh, on November 9, 1871, and five children have been born of this union.

SAMUEL A. WIGHT.

This distinguished member of the Chicago bar, who has been for fifteen years one of Chicago's honored citizens, was born in Cuyahoga County, Ohio, May 16, 1854, and when but a year old was brought by his parents to Hillsdale, Mich., where he received a liberal education at the city's high school and at Hillsdale College. In after years he also took a special post-graduate course at the Chicago College of Law. After graduating at Hillsdale, he was appointed, in September, 1876, Superintendent of the public schools at North Adams, Mich. On leaving that place he went first to Grand Rapids, where he read law in the office of James E. Wilson, and was admitted to practice on April 30, 1880. Two years later he removed to Detroit, to accept the position of freight claim-adjuster for the Detroit, Grand Haven & Milwaukee Railroad. The absorption of this line into the Grand Trunk System, in 1885, threw Mr. Wight out of office, and he came at once to Chicago, where he has ever since carried on the practice of his profession with distinguished success. At first he entered the office of Hon. John P. Altgeld, but has since found other quarters, going first to the Chicago Opera House and subsequently to the Fort Dearborn building.

His specialties are corporation law and the management of estates, in which two important branches of legal lore he admittedly has no superior. He is general counsel for important corporations in Chicago, Boston, Philadelphia and Troy, N. Y., and is legal adviser

for, and general manager of, many large estates. He has been employed in much heavy litigation, and is always an indefatigable worker on behalf of his clients, never sparing himself. In the important case of Edwin L. Johnson vs. B. V. Page Company, which he fought to a successful conclusion in the Federal courts, and in which he represented the defense, he personally attended the taking of testimony at Atlanta, Ga.; San Francisco; Dayton, O., and Memphis, Tenn. Another case of great moment in which he was retained, and which he also won, was that of The People's Bank of Waseca vs. the Columbia Oil Company. A case involving the validity of a will disposing of a large estate in Philadelphia, the trial and taking of testimony in which occupied four months, at the date of writing this sketch is held under advisement by the court.

Mr. Wight has a wide circle of friends, who hold him in high esteem, alike for his high intellectual and his many admirable social qualities.

ROBERT B. WILCOX,

Engineer in charge of Intercepting Sewers, Chicago, was born in Chicago, October 11, 1867, attended the Skinner public school and West Division High School, from which he graduated in 1884. He then attended the University of Michigan, at Ann Arbor, for two years, and later Cornell University, Ithaca, N. Y., graduating from the latter in 1890. He then entered the engineering department of the Chicago & Northwestern Railroad Company, and later, the engineering department of the Sanitary District of Chicago, remaining one year. He resigned, and in 1892 was appointed by John Ericson, Assistant Engineer, as his assistant for Hyde Park Tunnel. When Mr. Ericson was made Principal Engineer, Mr. Wilcox was appointed engineer in charge of tunnel construction, and later had charge of the construction of Lake View Tunnel, and then of the extension of the Sixty-eighth Street Tunnel, making in all six years as engineer in charge of tunnel construction for the city. In 1898 he was appointed Superintendent for the construction of the Cleveland, Ohio, Water-Works Tunnel, continuing for one year, when he resigned and was appointed in March, 1899, Engineer in charge of Harbors for Chicago, being next transferred to the position of Engineer in charge of Construction of the Thirty-ninth Street Intercepting Sewer.

Mr. Wilcox is a member of the Chicago Athletic and Illinois Clubs and of Western Society of Engineers. By the faithful discharge of the arduous duties imposed upon him, he has proved himself worthy of the confidence placed in him by his employers.

GEORGE TITUS WILLIAMS.

The quiet, uneventful lives of successful business men, who win their way to the front through earnest effort and painstaking fidelity to every trust, are often more instructive than

are the stories of the achievements of great generals or statesmen. Patient toil may sometimes count for more than valor, and rugged, unvarying integrity brings to its possessor what is worth more than fame. These reflections are suggested by the long and useful life of George Titus Williams, who passed from earth, honored and beloved, on September 30, 1891. His father, William D. Williams, and his mother, whose maiden name was Margaret Lossing, were both natives of Union Vale, Dutchess County, N. Y., where he too was born, May 2, 1825. He was educated at Willett's Academy, and after graduation settled on a farm in his native town, where he devoted himself to the rearing of blooded horses. In this he was very successful, and in 1854 he sold to James B. Clay, of Kentucky, the famous "Mambrina Chief," for \$4,000, a higher price than any paid for a stallion in this country prior to that time. In 1866 Mr. Williams disposed of his farm to accept the appraisership of the Dutchess & Columbia, the New York & New Haven and other Eastern railroad companies. The responsible duties attaching to these positions he discharged with pronounced fidelity and skill for three years, when he determined to remove to Chicago. It was in June, 1869, that he arrived, and at once entered the employ of the Stock Yards and Transit Company as purchasing agent. Later he was made Superintendent, but in 1888 resigned that office, to resume his former position, from which he was called three years later, by death.

Mr. Williams was widely popular and was much loved by his friends for his many noble qualities of mind and heart. Although always averse to holding public office, he consented to serve as Justice of the Peace in the Town of Lake, for eight years, commanding universal respect through his shrewd sense, keen sagacity and absolute fairness.

Mrs. Williams and three of their four children survived him. Her maiden name was Phoebe Underhill, and they were married at LaGrange, N. Y., in December, 1847. The surviving children are named Jesse L., Henry J., and Mary. Another son, George H., died at the age of thirteen years.

JESSE L. WILLIAMS.

Jesse L. Williams, weighmaster at Division D, Union Stock Yards & Transit Company, son of George Titus and Phoebe (Underhill) Williams, was born in Union Vale, N. Y., January 31, 1849, and educated in the district schools and at Bryant & Stratton's Business College, Poughkeepsie, N. Y. After leaving school he came to Chicago, and commenced work for the Union Stock Yard & Transit Company, June 3, 1869, and has occupied several responsible positions with the Company continuously until the present time. He was married to Rachel Wigglesworth in Chicago, December 11, 1873, and four children have been born to them, three of whom are now living: Iola, Ethel and Jessie.

George T., an only son, died August 26, 1877. Mr. Williams has stood by the interests of Chicago and the Union Stock Yard & Transit Company, and by his faithful attention to his many duties and his pleasant, accommodating ways, has won a host of friends.

ROBERT A. WILLIAMS,

"Pioneer" Fireman, ex-Chief Marshal Chicago Fire Department, was born in Ormstown, Canada, June 25, 1827, and educated in the district schools. After learning the trade of a blacksmith in Lachine, Canada, he came to Chicago, April 1, 1848, and worked at his trade for a Mr. Stevens until the latter sold out, when he went to Janesville, Wis.; was next employed by Asa Pierce, wagon and plow-maker, and then by Henry Witbeck & Co., remaining several years, and later by A. E. Bishop, after the latter had bought the Witbeck interest. In 1858 he became Captain of the Fire Engine "Island Queen," Volunteer Fire Department; was appointed Assistant Marshal by Chief Marshal U. P. Harris, in 1867, and received the appointment of Chief Fire Marshal in 1868, serving in that capacity until 1873. In the big fire of October 8, 1871, a mistake was made in giving the alarm, and the firemen lost time while locating the fire. Some of the engines belonging to that district were delayed in consequence, which prevented them from arriving in season to extinguish the original fire. Had they arrived with their usual promptness, there would have been no great Chicago fire at that time. Chief Williams fought the blaze with his usual tenacity, and fell back only when driven from his position by the intensity of the heat. Since his retirement from the Fire Department he has occupied several positions of trust. Chief Williams was married to Miss Harriet L. Yapple, at Adrian, Mich., December 31, 1854.

HENRY J. WILLING.

While the successful merchant, as such, does not usually occupy so conspicuous a place in the eye of the world as the eminent professional man, or as he who is prominent in public affairs, the duties of his calling are no less arduous and exacting, demanding the highest order of organizing talent and constant watchfulness of the trend of events as well as financial skill. These are the traits exhibited by Mr. Henry J. Willing throughout a long and successful business career in Chicago, extending over a period of more than thirty years.

Mr. Willing was born at Westfield, Chautauqua County, N. Y., July 10, 1836, and died at Jefferson, N. H., September 28, 1903. The death of his father, Samuel Willing, when the son was but seven years old, left the responsibility of nurture and training of Henry J. upon his mother, whose maiden name was Mary Jane Maylome. She was of Huguenot descent and by both character and education well fitted for the task. Three years after the death of the elder Mr. Willing, the family removed to Chi-

cago, and Henry, at the age of ten years, entered the small dry-goods store of U. P. Harris, later receiving his business education in the establishments of Thomas B. Carter & Company, and Cooley, Farwell & Company. He spent eight years in the former and fourteen in the latter, passing through all the subordinate grades of clerkship. He was next tendered a responsible position in the house of Field, Leiter & Company, and not long after his acceptance, was admitted to the firm as a junior partner. At this time his capital was comparatively small, being the accumulations of years of patient industry and economical living; but he possessed an experience, tact and skill which proved of more value than his money capital. Upon the retirement of Mr. Leiter, Mr. Willing's responsibility greatly increased, and it is not too much to say that, to his sagacity, prudence and good judgment is due, in no small degree, the phenomenal success attained by the house. Thirteen years of unremitting application to business, joined to the heavy burden of responsibility resting upon his shoulders, began to impair Mr. Willing's health, and in 1883, satisfied with the handsome fortune which he had amassed, he disposed of his interest in the business which he had so greatly aided in building up, and retired.

He was a man of broad, enlightened public spirit, and in private life he found his chief pleasure in works of benevolence and philanthropy. He adhered to the religious faith inculcated by his pious, prayerful mother, and for twenty-five years, was a Presbyterian elder, first in the Second Church of that denomination and afterwards in the Fourth. He was also a director of the Presbyterian Hospital, and a Trustee of the Northwestern (now the McCormick) Theological Seminary, as well as Vice-President of the Young Men's Christian Association, and a director of the Chicago Home for Incurables. To all these charities, as well as to many others, he was a liberal and regular contributor.

A pressure of business cares did not prevent Mr. Willing from cultivating his taste for art and literature. He served in the directorate of the Art Institute, and was a member of both the Chicago and American Historical Societies, as well as of the American Archaeological Society, and a Trustee of the Newberry Library; also maintained a membership in most of Chicago's leading social clubs, including the Union League and a number of others. He was also identified with the Citizens' League, which he warmly supported, both financially and morally. Politically he was a Republican, but in 1889 was elected a member of the first Board of Drainage Trustees upon a non-partisan ticket.

Mr. Willing was married in 1870 to Miss Frances Skinner, a daughter of the Hon. Mark Skinner; the issue of this union being two children: Evelyn Pierrepont and Mark Skinner. Mr. and Mrs. Willing spent much of their time in the latter years of his life

abroad, traveling extensively through Europe.

EDWARD WILLMANN.

Edward Willmann, city bridge engineer, was born in Lofoten, Norway, December 28, 1863, attended a private school and later graduated from Bergen Technical College, Bergen, Norway, in 1883, and at the Royal Polytechnic High School at Dresden, Germany, in 1885. After spending some time as an apprentice in the machine shops and foundries at Goerlitz, Germany, in June, 1887, he came to America and going to St. Paul, Minn., was employed for eight months in the bridge department of the Chicago, St. Paul and Kansas City Railroad, then for two and one-half years by the Chicago, St. Paul, Minneapolis & Omaha Railroad Company, and still later for thirteen months at Pittsburg in the detail department of the Shiffler Bridge Company. In 1892 he was employed by the Commissioners of the World's Columbian Exposition as designer, but in 1893 became associated with the Sanitary District of Chicago as assistant bridge engineer, remaining in that position six years, during which he had charge of all the bridge designing and constructing. In May, 1899, City Engineer Ericson appointed him City Bridge Engineer, which position he still holds with great credit to himself and the city, proving conclusively that he is well fitted for the discharge of its responsible duties.

JAMES E. WILSON.

James E. Wilson has been, for nearly thirty years, identified with the live-stock commission business at the Union Stock Yards, for six years in a subordinate capacity, and for more than twenty years on his own account. Essentially the builder of his own fortunes, his success has come to him as the well-earned reward of his own energy, perseverance and hard work. He was born at New Hampton, N. H., June 19, 1845, and educated in the public schools and an academy of his native place. His school days ended, he learned the business of a druggist at Lowell, Mass., and remained in that city until in 1862, when he enlisted in Company C, of the Sixth Massachusetts Infantry. Ill-health compelling him to leave the service in 1863, he resumed his occupation as a druggist, and after a year spent at Worcester, Mass., and another in New York City, he came to Chicago in 1865. He here entered the employ of the wholesale drug-house of J. H. Reed & Company, and from 1870 until 1873 was engaged in the same line of business in London, Ohio. After returning to Chicago in 1873, he entered the employ of H. E. Mallory & Brother, at the Stock Yards, as cashier, and after six years began business for himself. His affability, courtesy and business capacity have won for him many friends.

WILLIAM C. WILSON.

William C. Wilson is one of the most esteemed, successful and influential members of the Chicago bar. His paternal grandfather,

Thomas Wilson, was a native of Dublin, Ireland, and his father, Thomas H., was born in Butler County, Penn. His mother, Mary Neal, was a native of Ohio, the daughter of Thomas Neal, of Maryland. Mr. Wilson was born at Sidney, Ohio, February 28, 1836, and educated at Fort Wayne (Indiana) College. He is a Democrat in politics, and has been repeatedly requested to accept public office; yet the only nomination which he has ever accepted was for a seat on the bench of the Superior Court, being a candidate on the Prohibition ticket. In recent years he has confined his legal practice to real estate law, upon which he is regarded as authority. In religious faith Mr. Wilson is a Methodist. On December 1, 1869, he was married to Miss Anna E. Fussey, of Chicago. Their four children are named: John H., Walter W., Frederick H., and Catherine V. Their home is at Evanston.

JOHN C. WINDHEIM.

Captain, Engine No. 64, Chicago Fire Department, was educated in the Walsh and Foster public schools, and after leaving school, was engaged in the teaming business until he joined the Fire Department, July 2, 1886, on Engine No. 23. His subsequent changes included transfer to Engine 15, to Engine 40, and to Truck 14; promotion to Lieutenant in 1892 and transfer to Engine 41 ("Geyser") and to Truck 14; promotion to Captain, April 15, 1897, and transfer to Truck 5; to Engine 82 October 6, 1900, and to Engine 64 December 1, 1900, where he still remains. He has had many narrow escapes, and has been slightly injured, but has not had any bones broken and is ready for any call, either of duty or danger.

B. H. WINKELMAN.

B. H. Winkelman, DesPlaines, Cook County, Ill., is a native of DesPlaines, where he was born in 1862. In 1883, at the age of twenty-one years, he was married in his native town to Miss Olivia Golde, and has continued to make his home there. By occupation he is a general merchant, deals also in wines, liquors and cigars, as well as grains and sprouts, and is agent for the Standard Brewery and for the sale of farm implements, carriages, buggies, etc. He has four children: Albert, Ida, Hattie and Phoebe. In religion he is an Episcopalian, and in politics stands by the principles of the Republican party.

ENEAS ARTHUR WOOD.

In the death of Mr. E. A. Wood, which occurred on February 15, 1897, his business associates lost a sage counsellor, the city of Chicago, a citizen of enlightened public spirit and blameless life, and the church, an active, prayerful member and liberal supporter. His unwearying energy was equaled by his unfailing integrity, while his charity was in thorough consonance with his unselfish spirit.

Mr. Wood was born at Embro, Oxford County,

Canada, February 4, 1842, and received a common school education. In November, 1863, he came to Chicago, and began working for W. M. Tilden, at the old Bull Head Stock Yards, as a buyer of hogs. He supplemented his training at school by an evening course at Bryant & Stratton's Business College, remaining there but a short time, and going thence in May, 1868, to join his brother James in Atchison County, Mo., where they successfully conducted a ranch until 1873. In that year the two brothers came to Chicago, the senior members therein being two others brothers, Samuel E., and John H. Mr. E. A. Wood continued a member of this well known firm until his death. Familiarly known about the yards as "Ney" (derived from his rather uncommon name of Eneas) he was for nearly a quarter of a century a conspicuous local figure, and one of the most prominent and successful merchants upon the Live-Stock Exchange, where no man enjoyed in a higher degree the unqualified respect of his fellow members. His interest in education was keen and strong, and for several years he was President of the School Board in the First District of the old Town of Lake. His public spirit was broad and never flagged. No worthy charity appealed to him in vain, and he was prominently identified with many enterprises looking to the betterment of humanity. His nature was deeply religious. For some years he was a member of the official board of the Union Avenue Methodist Episcopal Church, and later a Trustee of St. James' Church. His practical knowledge of building led to his being made chairman of the building committee of the last named organization, the members of which body have placed a memorial window in the church, in recognition of his services. His pastor, Rev. Robert McIntyre, thus described his character in pronouncing his funeral sermon: "His was a life of devotion, love and service. His was a three-fold nature; diligent in business, fervent in spirit and devoted to the service of God. Zealous and not slothful, he was a true Christian father, as well as a clean and upright citizen. As a church member, Mr. Wood was constant in worship, and faithful to his early vows."

Mr. Wood was a charter member of Mizpah Lodge, A. F. & A. M., a member of Delta Chapter, No. 19, R. A. M., and a Sir Knight of Montjoye Commandery, No. 53. He was married at Phelps City, Mo., December 12, 1871, to Miss Hester A. Chambers, and of their seven children, six are living. Frank L., the eldest son, is connected with the firm of Wood Brothers.

JAMES WOOD.

James Wood is the eldest of the four brothers who, at one time, composed the firm of Wood Brothers, doing business at the Union Stock Yards. His life has been one of varied experience, which has both enlarged his native capability for judging men and given him a broad, comprehensive knowledge of affairs. It has

been filled with hard work, yet crowned with success, and through all its varying phases has remained one of unsullied honor. He was born in Morayshire, Scotland, January 16, 1833, and in boyhood was brought to Canada by his parents, Alexander and Barbara (McPherson) Wood. After leaving school he served an apprenticeship at the coach builders' trade at London, Canada, in 1856 and 1857 attended the University of Toronto and Knox College, Canada, and in 1858 went to Cincinnati, Ohio, where, for a time, he found employment in the shops of the Little Miami Railroad Company. He first came to Chicago in 1864, and at once began business as a live-stock commission merchant at the old Fort Wayne Yards, but on the completion of the Union Stock Yards, transferred his headquarters thither, on Christmas Day, 1865. There he continued in business by himself for two years, but in 1867 he took a contract for building the Union Pacific Railroad. In the spring of 1868 he bought a tract of land in Atchison County, Mo., where he successfully conducted a ranch for five years. In the spring of 1873 he returned to Chicago, once more to engage in business as a dealer in live-stock, this time as a member of the firm of Wood Brothers, composed of himself, Samuel E., John H. and Eneas A. Wood.

Just as he has won confidence and esteem through his hard sense, sound judgment and unswerving manliness of character as a business man, so in private life he has made many friends through his genial temperament, unvarying courtesy and kindly disposition. He is a member of Apollo Commandery, K. T., of Chicago Chapter, R. A. M., and was a charter member of Lakeside Lodge, A. F. & A. M. In religious faith he is a Presbyterian, a member of the Forty-first Street Church, Chicago, and has served for many years as one of its Trustees.

Mr. Wood married at Independence, Mo., Feb. 9, 1859, Jane Evans, of Brantford, Canada, and of seven children born to them, three have passed away. Those living are: Dr. George A., the eldest son; Walter E., manager of Wood Brothers, South Omaha Branch; Charles A., employed in the Chicago office; and Mrs. Lincoln M. Coy.

JOHN H. WOOD.

The name of Wood is one of the best known and most highly honored at the Union Stock Yards, where many bearers of the patronymic have not only achieved financial success, but have also built up enviable reputations for clear-headedness, sound judgment and sterling moral worth. Among the largest and most prosperous firms at the "Yards," for many years, has been that of Wood Brothers, of which Mr. John H. Wood was one of the organizers, and for many years a member.

Both his parents, Andrew and Barbara (McPherson) Wood, were of Scotch nativity, while he himself was born in Embro, Oxford County,

Canada, on September 21, 1835. At the age of fourteen years he resolved to begin life's battle for himself, and, leaving his father's house, for three months he drove stage on a route of twenty-five miles. He soon perceived, however, that this employment offered little promise for the future, and determined to learn a trade. Going to Brantford, Canada, he served an apprenticeship of three years in carriage-trimming. For a year thereafter he worked as journeyman for the house which he had served as an apprentice, his skill and fidelity commanding the full confidence of his employers. From Brantford he went to Guelph, and after a short residence there crossed the boundary, and came to what Canadians are fond of designating as "the States," seeking employment. At that time the prevailing high wages had overstocked the labor market, and after traveling from Cincinnati to New Orleans, and failing to secure work at his trade, he wheeled coal for a time on the docks at New Orleans for two dollars and fifty cents per day, his fellow-laborers being negro slaves. From New Orleans he went to Medina, N. Y., where he bought an unfinished livery stable and carriage shop, the material for which, with the pluck and enterprise of a true Chicagoan, he shipped to Chicago. From 1859 until 1861 he conducted a large stable at the corner of Kinzie Street and LaSalle Avenue, where it was his custom to furnish conveyances for such magnates as S. W. Allerton, W. M. Tilden and Peter Nottingham, on their early morning trips to the Stock Yards. In 1861 he disposed of his livery business, to enter the employ of W. M. Tilden as a buyer of hogs at the Fort Wayne Yards, retaining that position for four years. He then entered upon the live-stock commission business for himself, and from this beginning ultimately developed the great house of Wood Brothers. In 1880 he withdrew from the firm, preferring to carry on business alone.

Mr. Wood's domestic life has been exceptionally happy. It was on January 15, 1856, that he married Mary McDonald, at Brantford, Canada, who became the mother of his eight children. Of this family only four are living: James, William, John E. and Hazel Viola, who became Mrs. J. F. Kirkendall, July 3, 1898. Mr. Wood is a cordial host, and his pleasant home is always a center for refined gatherings. Generous to a fault towards his friends, he is liberal to the poor and a generous contributor to both public and private charities. An earnest advocate of temperance, the Women's Christian Temperance Union and their numerous reform clubs, find in him a zealous and liberal supporter.

SAMUEL E. WOOD.

Samuel E. Wood is one of the veteran stock dealers at the Union Stock Yards, where he has been actively and successfully engaged in business for twenty-five years. He was born at Embro, Oxford County, Canada, July 27, 1838, and began the study of medicine in Canada,

completing his professional course at Oberlin College, Ohio, graduating from that institution in 1860. He practiced at Edgerton, Ohio, until 1863, when he enlisted in Company E, Eighty-Sixth Ohio Infantry, receiving a First Lieutenant's commission by virtue of election by his comrades. After receiving his discharge he came to Chicago in June, 1865, and practiced medicine for a year. In 1866 he received and accepted a proposal from the Baltimore & Ohio Railroad Company to become its live-stock agent at the Union Stock Yards. The following year he organized the firm of Wood Brothers, whose reputation is now co-extensive with the continent. Associated with him were his three brothers, John H., James and Eneas A. The principal place of business of the firm is in Chicago, with branches at South Omaha and Sioux City.

Mr. Wood had long been a recognized leader in the trade. Because of his previous professional training and practice, his familiar associates on the Exchange and at the yards are fond of calling him "Doc," the employment of this familiar sobriquet being one of the minor evidences of his general popularity. Few men have been more liberally endowed by nature with all that goes to constitute a perfectly rounded character, mental and moral sagacity, joined to integrity and honor. Owners of farms and ranches scattered over a dozen Western States know his name as a synonym for never failing probity and scrupulous fidelity to every business obligation.

Mr. Wood is a consistent and influential member of the Second Presbyterian Church and a liberal contributor to its support and the advancement of its interests. He is also a member of Abraham Lincoln Post, No. 91, Grand Army Republic, and of the Loyal Legion of the United States, Commandery of Illinois.

Mrs. Wood's maiden name was Mary E. Strough. They were married at Edgerton, Ohio, November 23, 1860, shortly after the Doctor's graduation from Oberlin. They are the parents of a son, Samuel K., who is the general attorney for the National Packing Company, and a daughter, Mrs. John E. Dean.

HORACE HARRIS YATES.

Horace Harris Yates was born to Thomas and Olive (Rawson) Yates, February 25, 1815, in the town of Benton adjoining the city of Geneva, N. Y. The grandfather Rawson served in the War of the revolution and an uncle, Ely Rawson, and his father, each had the glorious opportunity to serve their country in the War of 1812. In 1816 his parents moved from Benton to Bennington, N. Y., and here the happy days of earliest childhood were spent. At the age of seven years, Horace was left an orphan, finding a home with his maternal uncle, Abner Rawson, who resided at Walworth, near Rochester, N. Y. Here his education was secured, and here he labored at agricultural pursuits, or drove his uncle's horses on the tow-path of the

old Erie Canal—not an unpleasant task all things considered. Having thus early become an orphan, he was separated in early life from a sister, four brothers and two half-brothers; and yet his youth does not seem to have been a lonely one, and we find him yet an inmate of his uncle's home when he had achieved his majority. In 1835 he went to Michigan, but only remained in that State one year, returning to New York State and locating at Attica, where, for a period of two years, he conducted a grocery store. Growing desirous of a change, however, at the end of another two years he went to Chicago, and for twelve months worked for his half-brother, Thomas Church, who was proprietor of a provision store.

In 1839 Mr. Yates married Mary Robinson, of Wattsburgh, Pa., and returning to Chicago, established himself in business there, settling at length on Clark Street, one hundred feet south of Lake Street, where he sold the first goods ever sold south of Lake Street. He chose the grocery business as his line of work, but later moved his stock to the West Side, corner of Canal and Randolph Streets, which property still belongs to his estate. In 1849 Mr. Yates chose to reside on the West Side of Chicago, on Peoria Street between Randolph and Washington, and there he spent the remainder of his life. Here his three children, Henry, Martha and George, were born; and here, in 1854, Henry and George died.

Mr. Yates was always passionately fond of fine horses and has owned and driven some very fine specimens. Politically he was a Republican and his sympathies were ever strong with this party. He was a member of the First Congregational Church and extended his aid in all good works undertaken by this organization. His first wife having died, he was united in marriage, in 1853, to Miss Eliza Selkregg, of North East, Pa., and four children came to gladden their home: Edward Payson, Alice, Lily and Lennie. Alice and Lily both died in infancy, and the son, Edward, at Colorado Springs, August 29, 1900.

Not content with resting on his past achievements, even in his later years, Mr. Yates attended to his business with the vigor of early manhood. He was interested in all that pertains to the city's growth, and carefully served all interests intrusted to his care. Mr. Yates died November 9, 1904, and his daughter (Mrs. M. S. Chatterton), January 21, 1905.

FRANK WALTER YOUNG.

Frank Walter Young (deceased), lawyer, was born at Youngs Point, near Peterborough, Ontario, Canada, February 17, 1834, the son of John and Johanna (Ives) Young. His father was the owner and manager of a large estate in Canada. His mother, inspired by a strong devotion to her children and an ambition for a higher education than they could hope to attain in a small Canadian town, induced her husband to remove to the United States. The



H. A. Yates

first settlement of the family was made at Rochester, N. Y., but two years later they removed to Chicago, where the subject of this sketch, being then nine years of age, spent the remainder of his life and achieved all his successes. The paternal grandfather of Frank W. Young, in early manhood, was an officer in the British Army, but having fallen in love with the daughter of Barrington Blackhall, and the parents on both sides having objected to their marriage, the youthful pair renounced their faith in the Church of England and united with the Catholic Church, in order that they might secure their heart's desire of a union for life. Then, having sold his commission in the army, the ex-officer with his bride came to Canada, where he settled upon a large tract of land near Peterborough, granted to him by the king in recognition of his services to the realm, becoming one of the pioneer settlers in that region, where some of his descendants still live. The place was called Youngs Point in honor of the family name.

After receiving his early training in the public schools, Frank W. Young, on coming to Chicago became a student at the old St. Mary's of the Lake School, after which he took up the study of law in the office of Norman B. Judd, where he remained for four years. His health having become impaired, he then spent some time traveling before entering upon the practice of the profession, which he followed thereafter with unremitting zeal and with a success, as a lawyer and as a man, that won him the highest esteem of the bar and the love and honor of all who knew him best. During his professional career, he was often spoken of as a candidate for Judge on the Democratic ticket, but on three occasions refused the use of his name on grounds of principle, as he was not in harmony with the views of his party on pending questions. He was an extensive traveler throughout the United States, but never outside his adopted country after coming from his native Canada.

Mr. Young took a deep interest in charitable work, being one of the organizers of the Visitation and Aid Society, of which notable and excellent organization he was Vice-President and a Director during the last fifteen years of his life. At the request of this society he prepared a bill which was the foundation of the present Juvenile Court Law, of which he was a zealous champion; drafted, with recognized legal precision and skill, industrial and manual-training school laws, and was prominently identified with the incorporation of the Catholic charitable institutions in the City of Chicago. He was a member and Vice-President of the St. Vincent de Paul Society and, for over twenty years, also a director of the West Side Bureau of Charities and a regular contributor to many other charitable organizations. In his practice he scrupulously avoided sensational cases and retainers in causes of questionable merit, preferring always to devote his talents

to the service of clients whose interest could best be served by deep and patient study and the most painstaking and conscientious care.

On October 4, 1871, Mr. Young was married to Miss Emily Virginia, daughter of Isaac and Elizabeth (Stark) Cochrane of Keokuk, Iowa. On the maternal side her lineage is traced back to the family of Gen. John Stark, of Revolutionary fame. Mrs. Young's father belonged to a Southern family who came originally from Scotland and settled at an early day in Tennessee, where they became extensive slave-owners but, becoming impressed with the injustice of slavery, gave their slaves their freedom. Many of the ex-slaves at first refused to accept the boon, but finally wandered away, except two who remained with the family until their death. Mr. and Mrs. Young had a family of four children, viz.: Pauline Elizabeth, Eva Maria (who married Robert W. Rau, October 30, 1899), Francis Philip and Inez Catherine (who died July 15, 1889).

Born and reared a Catholic, Mr. Young was a devout and active member of that church all his life, always loyal, but ever tolerant and charitable towards Christians of different faith. He died after a brief illness on April 7, 1902. He was regarded by those who knew him as an ideal Christian gentleman; refined in taste and manner, kind and devoted as a husband and father, loyal to his friends, independent and uncompromising in his views on questions of private and public equity, benevolent and sympathetic in his treatment of the poor and unfortunate and of an integrity that would never be swerved from the right.

We quote, in conclusion, from a sketch of Mr. Young, by one with whom he was long and intimately associated:

"After all, in the true biography of a man, the accidents and incidents of his birth and career are of but minor significance. What a man is, and what his life signifies, are questions of the character and the heart. . . . To a man conscious of ability and power, the allurements of place and influence among men appeal with potent charms and are such as often lead him, while striving for high station, to adopt, in some measure, the false doctrine that, in seeking desired results, the end justifies the means.

"But, standing apart from the ranks of those who, by insistent clamor, seek to obtain attention or preferment, Mr. Young calmly pursued the quiet paths of professional and social life, scorning with his whole soul the shams and pretenses by which so many succeed in winning public applause and positions of honor.

"If one were to sum up the salient qualities of Mr. Young's character, they might be epitomized in these: His utter forgetfulness of self-interest when called upon to serve others, either as a friend or as a lawyer; his innate love of right and justice and his inbred hatred of oppression and tyranny in any form, social or spiritual; his quick sympathy for the poor and

unfortunate, which always found expression in timely service rendered without ostentation to the full extent of his time and resources.

"His life was gentle; and the elements
So mixed in him, that Nature might stand up
And say to all the world, this was a man!"

LESTER C. YOUNG.

Lester C. Young is one of the younger livestock commission merchants of the Union Stock Yards, at Chicago, and his brief career is replete with interest, for in that time he has attained a position that others have toiled a life-time to win, and are still farther from the goal than he with his best years before him. Mr. Young was born on a farm near Morris, Ill., September 18, 1862, and was trained in the public schools for practical life, his after success showing the excellence of his training. When he was fifteen years of age he left school and struck out for himself, his first engagement being with the Minneapolis Harvester and Binder Company for a year. For two years he was with the Enterprise Carriage Company, of Cincinnati, Ohio, and was then engaged in farming, and in buying and selling live stock and horses for two years. In 1881 he came to Chicago, and was introduced by a friend to Mr. Earl, of the firm of Earl Brothers at the Yards, who engaged his services for the firm at \$40 a week, or whatever he might be worth to the house. The first week's envelope contained \$45, and Mr. Young thought it was a mistake. In the second envelope he found \$50, whereupon he called a halt, only to find later that he could make more money working for himself. So he resigned after being with the Earl Brothers for about a year, and, in partnership with W. Evers, founded the firm of W. Evers & Company. This firm was dissolved at the end of two and a half years, when Mr. Young went into business alone, and has so continued to the present time, being regarded by his associates and friends as a man of great business sagacity and sound judgment, an opinion confirmed by his exceedingly creditable history.

GEORGE F. ZANEIS.

George F. Zaneis, Chicago agent for the Central Accident Insurance Company, Pittsburg, Pa., was born in Washington, Ill., October 1,

1864, and educated in the public schools. For several years after leaving school he was engaged in farm work, then held a position in the postoffice at El Paso, Ill., for about a year, after which he removed to Bloomington, Ill., where he was employed some four years in the dry-goods store of Cole Brothers. Coming to Chicago in 1882, he was employed in Marshall Field & Company's retail store for eight years. He then engaged in the accident insurance business, acting as City Agent for the Star Accident Insurance Company for three years, and for a like period for the North American Insurance Company, after which he became Manager for the State of Illinois of Commercial Accident Company, remaining with that concern seven years. At the present time Mr. Zaneis is City Agent for the Central Accident Insurance Company of Pittsburg, Pa. His long connection with the accident insurance business in Chicago attests his qualification for that line of business, and the confidence reposed in him by his employers, while his experience and genial disposition insure for them a satisfactory return for his service. Mr. Zaneis has been a member of the Royal League for a number of years; also Secretary of the Adult Bible Class Department of Cook County.

HENRY J. HAYWARD.

Henry J. Hayward (deceased), late attorney-at-law, Chicago, was born at Milford, Mass., in 1842, came to Chicago about 1887 and died in that city October 28, 1901. Mr. Hayward was admitted to the Illinois Bar, March 30, 1894, and during his residence of fourteen years, attained considerable prominence, being for a time counsel for the Citizens' League, besides being identified with numerous public measures. Mr. Hayward's death occurred suddenly on the date named from heart disease, falling unconsciously to the sidewalk opposite 2520 Calumet Avenue, and breathing his last while being taken to Mercy Hospital. His residence was at 3769 Lake Avenue.

Mr. Hayward was survived by his wife, Mrs. Hattie M. Hayward, and two daughters, Mattie F. and Nina H. Mrs. Hayward died in 1904. The daughter, Mattie F., is Mrs. George D. Griffith, of Oak Park, and Nina H. is Mrs. John A. Graham, of Tallahassee, Fla.



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